







SUPER-TUMAHA AN FOR R SUBS



Breakthrough in cruise missile firing technique

A BREAKTHROUGH in technology has shown that Royal Navy submarines will be able to launch a newer and deadlier version of the Tomahawk Land Attack Missile writes Dominic Blake.

Experts in submarine weapons have found a way to fire America's new vertical-launch Tactical Tomahawk missile through a torpedo tube, and if their development proposals are successful the weapon could be fitted in ten Royal Navy submarines.

HM submarines Splendid, Triumph and Trafalgar are already equipped with the Block III version of the cruise missile and it was first fired in anger by the Royal Navy when Splendid attacked targets in Kosovo in 1999.

were procured to replenish Britain's original stock of 65 but the end of Block III production in the USA to make way for the next generation of Block IV Tactical Tomahawk means that no more are available.

Fitting submarines with vertical launchers is challenging and expensive and with no current plans for vertical launchers in the Type 45 destroyers on order for the Royal Navy, Tomahawk's future looked uncertain. But results from studies revealed by the Royal Navy Tomahawk Integrated Project Team have shown that the use of a purpose-built capsule inside the

submarine's torpedo tube will allow the new Block IV missile to be launched safely.

As well as securing the stand-off, coercive missile capability called for in the Strategic Defence Review, the breakthrough also puts a much more sophisticated weapon within the grasp of the Submarine

Target information for Block III missiles currently needs to be sent to submarines from the Permanent Joint HQ in Northwood before they are launched but it will be possible to retarget the new weapon in

Designers of the Tactical Tomahawk also expect it to be able to loiter and send back battle damage informaallows a recce of the target, or several missiles to be sent on a mission with the last being used to confirm or complete target destruction.

The problem with launching Block IVs from a submarine is that the new missile has a much lighter airframe and is less robust than its Block III predecessor. The capsule system works by preventing rapid water ingress from damaging the missile's tail and reducing shock during launch.

Once the Tomahawk has been fired from the torpedo tube the

■ Turn to back page

www.navynews.co.uk 2 NAVY NEWS, APRIL 2001

Liverpool's fishy chums kick up a stink

A FREAK plague of dead fish in the Main Basin at Rosyth dockyard gave environmental experts a problem of how to tackle

mental experts a problem of how to tackle the overpowering pong.

Huge shoals of sprats found their way into the 60-acre basin when the entrance was opened to admit Type 42 destroyer HMS Liverpool, due to begin refit. When the caisson was closed the sprats were trapped in water which was, for them, deficient in oxygen.

They began dying in their hundreds of thousands and causing a stench that sent sailors and Rosyth residents reaching for the air fresheners.

The fish that floated were not so much of a problem: gulls took them, or they were 'skimmed off' the surface by employees of Babcock Engineering Services which runs the yard. It was the fish that sank that caused the main offerce as they retted out of reach.

yard. It was the fish that sank that caused the main offence as they rotted out of reach.

Divers found there were dead fish lying up to more than a foot deep in some areas of the main basin near the entrance, and while scientists agreed there was no health hazard, the smell was strong enough to be a nuisance.

Babcock spokesman Drew Rance told Navy News that large shoals of sprats which breed in the Forth in winter had probably been chased

by seals, and had entered the basin when it was opened to admit Liverpool.

Dredging was one option being considered

to solve the problem, but an alternative under discussion was to spray the basin with a spe-cially grown, harmless microbial culture to

The options and timetable were being weighed up in consultation with environmental health bodies and the Ministry of Argiculture, Fisheries and Food.



Pay as you dine trials are planned for next year

A NEW system of Service catering which is intended to ensure that personnel pay only for the meals they choose to buy is likely to be tried out next year.

A tri-Service project team led by Brigadier Peter Maggs is taking a fresh look at the con-cept of 'Pay-As-You-Dine' (PAYD) whose introduction was recommended in 1995 by the Independent Review con-ducted by Sir Michael Bett. At present daily food charges

are imposed on Service people living-in, the money being deducted from pay regardless of what is eaten – usually about half the entitlement.

Since the Bett Report the concept of paying for food which is actually eaten has been under consideration by the Ministry of Defence. The PAYD project team was formed to devise a system of non-operational messing which meets the Bett recommendation

Cost-cutting

bowls over

MOD dogs

while maintaining operational

The team is undertaking a feasi-bility study and will probably start trials at a small number of Service units. If they go ahead, the trials are expected to start in 2002 and continue through the year.

"They will ensure that any re-commendation has been adequate-ly scoped, designed and tested," said Brigadier Maggs.

"Unless we are confident that PAYD can deliver a better, fairer system, meeting everybody's needs, we will not implement it."

Simply putting cash tills in messes was not economically viable and would not meet the expectations and aspirations of Service person-nel for a fair and modern catering

The aim of the project is to incorporate best practice and offer better and more modern facilities. However, there are concerns that must be addressed.

 Among Service people there is confusion as to what PAYD means. effectiveness. The team is committed to estab-lishing clear communications in order to dispel this confusion.

 There are fears that introducing PAYD will lead to the disintegra-tion of the messing system. In fact, the project is aimed at introducing "fairness" for Service personnel dining in separate mess facilities, proposing changes that will main-

tain the current Mess ethos. There is genuine concern amongst officers and senior rates for the welfare and nutrition of the junior rates. It is therefore pro-posed that there will be a core menu on offer, like the one currently available, and priced similar-

• There are concerns about the impact of PAYD on military caterers. The reality is that the requirement for the number and structure of the core military catering manpower is a matter for the chain of command, based on the opera-tional requirement of each Service.

The core catering manpower will be appropriately employed within PAYD.

Whatever system is eventually chosen, the team stresses that it must be a cost-effective, non-operational catering service that is acceptable to personnel and com-manders and that is seen as an

There will be a core menu providing the necessary level of nutrition, leaving it to individuals to decide what they want to eat in addition.

The chain of command has set the requirement for the number and structure of Naval catering manpower and that will be unaffected irrespective of the final PAYD concept.

The project team wants to receive Service views and has set up a website on MODWeb. Questions and comments can be addressed to: DLO Andover, Room 9, Building 209, Monxton Road, Andover, SP11 8HT (tel 01264 348051).

Service voters brought into line with civvies

CHANGES in electoral law mean that Service people can now register annually as voters in the same way as civilians.

The Representation of the People Act 2000, which came into force on February 16, gives mem-bers of the Armed Forces the right to choose whether to continue to register to vote elsewhere through a Service declaration, or to register to vote in respect of their home or

other qualifying address.

Spouses of Service people already had the option to register as civilian or as Service voters.

Members of the Forces who opt to vote by Service declaration will now have to make a fresh declaration every 12 months. Declarations already in force remain valid until next February.

Annual re-registration will bring the Forces into line with civilian voters. All eligible voters will now receive annual forms directly from

electoral registration officers.

The Act also permits voters not registered via a Service declaration to register at any time when they move home, rather than wait for a single annual qualifying date - previously October.

That means Service people who

have not made a declaration will be able to register quicker, so remedy-ing a long-standing grievance in the Armed Forces – that its members are refused credit on occasions because they are not registered at a current address on an electoral roll when credit checks are made.

Service people will be given the choice, for security purposes, of whether all the details they provide should be included in the version of the electoral register that is produced for commercial use - such as for banks or other credit institu-

More details about the new Act are given in General DCI 37/00, and the contact in the Naval Service is the Naval Personnel Secratariat (Law) on 9380 27331.

Forces in bid to cut death toll on roads

IN A BID to reduce the toll of deaths and injuries involving Ministry of Defence personnel, MOD is running its own Road Safety Week in parallel with the national event in the first week of

Each year the MOD loses more of its people as a result of road accidents than through any other cause, so establishments are being encouraged to observe MOD Raod Safety Week to constribute to fostering safer driving throughout the year.

More details are published in Joint Service Defence Council Instruction 24/01, while further information can be obtained from Andover Military ext 2385 or 2967.

Prince Philip gets close-up of new Submarine School

EVERY dog has its day and

EVERY dog has its day and now Ministry of Defence dogs are to get their own proper feeding bowls – as a cost-cutting exercise.

Up to now Service pooches have wolfed down their rations from "Basin, Wash" – MOD's designation for what is actually a high-specification, metal medical bowl which is "extremely expensive", says the Ministry.

Now, units which have dogs have been told to buy commercially produced, stainless-steel dog bowls which are much cheaper.

Details are published in Joint Service Defence Council Instruction 33/0

takes a periscope-eye view of the Navy's training establishment HMS Raleigh on a visit to officially open the RN Submarine School on March 2.

The school was moved from its traditional home at formerly HMS Blockhouse Dolphin – in January. His encounter with the periscope

came when he inspected the school's Dolphin attack trainer. He also met staff and students and presented end-of-course certificates to eight newly-qualified submariners.

While at Raleigh, under the Command of Commodore Laurie Brokenshire, Prince Philip commissioned the new, environmentally friendly, gas-fuelled firefighting training units.

He saw a demonstration in the

THE DUKE of Edinburgh damage repair instructional unit - a three-deck mock-up of a ship ulating emergencies and with the capability to roll like a vessel at sea. The Prince ended the visit as

guest of honour at the passing out parade of recruits.

Two days earlier he opened the new Joint Services Command and Staff College at Shrivenham, Oxfordshire, hailed as the most modern establishment of its kind in the world.

The college, which has been temporarily housed at the former RAF Staff College at Bracknell since it was created four years ago, replaces the Joint Services Defence College and RN Staff College at Greenwich, the Army Command and Staff College at Camberley and the RAF Staff College.



Hands across the sea —

British officer to guide US Navy's latest destroyer

DESCRIBED as the most powerful surface vessel ever built, the US Navy's latest Arleigh Burke-class Aegis destroyer USS Winston S. Churchill was commissioned on March 10 - with a Royal Navy officer serving on board.

Lt Angus Essenhigh is the ship's Navigator. As a mark of the special relationship between the two navies, it has been declared that she will always go to sea with a British Naval officer as part of her 350

ship's company.

"This is a unique privilege for me and I am elated and overjoyed at getting the opportunity," he said Among the guests at the ceremony in Norfolk, Virginia were Angus's father, First Sea Lord Admiral Sir Nigel Essenhigh.

"It is a fitting tribute to the memory of Sir Winston that the newest ship of an old friend and ally should bear his name," he said.

The United States has only ever named five warships after foreigners - and this is the first to be named after a British politician. Also present were five former commanding officers of HMS Churchill, the nuclear-powered submarine which decommissioned ten years ago – including Cdr Jeff Tall, now Director of the Royal Navy Submarine Museum at

Gosport, Hants. The Type 22 frigate HMS

Singer/songwriter Chris de Burgh (biggest hit 'Lady in Red') was invited to dinner on board HMS Campbeltown when the Type 22 frigate paid a five-day goodwill visit to Dublin.

LCHEF 'General' Paton was head chef for the evening - his last duty after over four years' service in the Campbeltown.

On March 28 the ship was also due to hold a St Nazaire Dinner, marking the 59th anniversary of the raid on the Normandie dry dock by the first HMS Campbeltown, attended by three of the raid's

Operation Chariot, which resulted in the award of five VCs (including one for the ship's CO, Lt Cdr S. H. Beattle) has been described as the greatest raid of all.

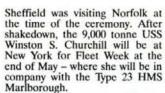
The present HMS Campbeltown has kept busy lately, heading up ASWEX 2001, the biggest anti-subma-rine warfare exercise programmed for the year with ships, submarines and aircraft from the UK, France, Spain, the Netherlands, Germany, Finland, Denmark and the USA

taking part.

During this period she had
20 Initial Sea Training officer cadets embarked, who enjoyed first-hand insight of the Royal Navy at sea operating with a multinational force.

In May and June the ship will undertake a high profile deployment around the Baltic. BALTOPS 2001 will see her visiting Aberdeen, Kotka (Finland), Riga (Latvia) for British Week,

St Petersburg, Baltiysk (Russia), Gydinia (Poland) for



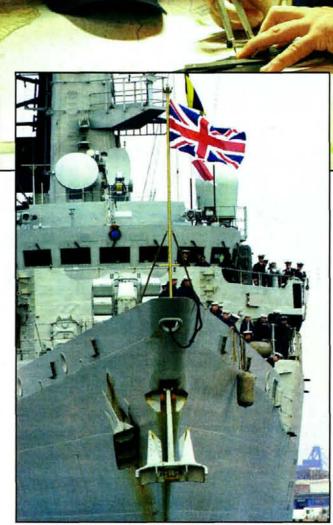
company with the Type 23 HMS Marlborough.

She will meet up with the Marlborough again at the end of August, when she will represent the US Navy at the International Festival of the Sea at Portsmouth (see page 20). From there she will sail to Plymouth to take part in Operational Sea Training – and than make a tour of the British Isles with visits to Cardiff, Dublin, Belfast, Liverpool and Glasgow.

Belfast, Liverpool and Glasgow. Equipped with two helicopters, the USS Winston S. Churchill is armed with a formidable arsenal of cruise and anti-air missiles as well as a revolutionary new gun with greatly improved range and accu-

racy.

Admiral Essenhigh presented the ship with a silver statuette of Sir Winston, showing him waving to RN ships during a Fleet Review. "I am sure that Winston himself would be as delighted as I am to know that he is still very much 'a former Naval person'," he com-



 Above: Lt Angus Essenhigh, on exchange duty with the USS Winston S. Churchill. Left: HMS Sheffield arrives at Norfolk, Viginia to berth alongside the new American destroyer. Below: the silver statuette of Sir Winston Churchill made by Silversmiths Langfords of Chancery



Singer Chris calls on Campbeltown

Polish Navy Days) and Kiel (Germany) for Kiel Week, the world-renowned festival of the

In August she will represent

the Royal Navy at Archangel in Russia to take part in the 60th anniversary of the first suc-

cessful Atlantic convoys.

• Chris de Burgh on

board HMS Campbeltown in Dublin with her command-ing officer, Capt Alistair Halliday.





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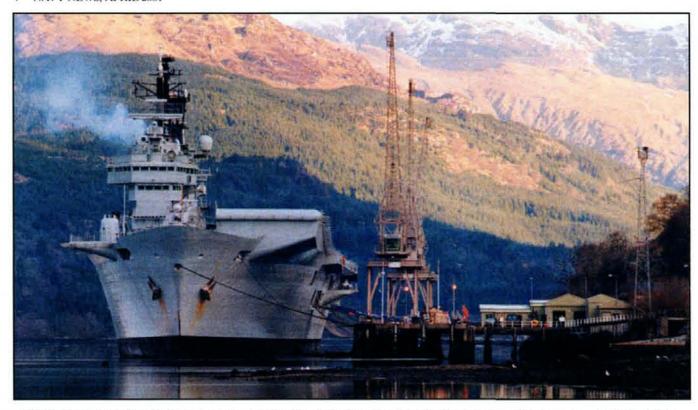
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HMS Illustrious at Glen Mallen in Loch Long before the start of the first Joint Maritime Course of the year. Picture: PO(PHOT) Colin Burden.

ILLUSTRIOUS RETURNS TO FRONT LINE DUTIES

MS ILLUSTRIOUS becomes the Royal Navy's 'on watch' aircraft carrier in April after an intensive docking period, operational sea training and the first Joint Maritime Course of the year.

The ship, commanded by Capt Charles Style, is now available for tasking anywhere in the world's oceans at immediate notice.

The transformation of the ship from a scaffold-covered 'hulk' to fully worked up warship has been achieved by some extremely hard work by her ship's company. The first step was a shakedown fortnight (which included a charity

The first step was a shakedown fortnight (which included a charity race night in the ship's hangar) and then Operational Sea Training (OST) itself, which saw the efforts of all the ship's company rewarded with a 'Very Satisfactory' assessment from BOST staff.

What made this all the sweeter for HMS Illustrious is the fact that it was the second time that the ship had achieved the above fleet aver-



 Dan Entwistle meets his long lost school friend, Leading Airman (AH) Steve MacMenemey, on passage to Glen Mallen. Picture: LAIPHOTI Richard Moss

age score - the first being in 1996. These two occasions have been the only carrier VSATS in that period and, it is believed, for some considerable time prior to this.

Capt Style was naturally delighted, as was Flag Officer Sea Training, Rear Admiral Sandy Backus, who congratulated the ship's company personally at a

Clear Lower Deck in the hangar.

After an extended weekend's leave, the ship left Portsmouth once more for the north of Scotland as flagship to Deputy Commander UK Task Group, Cdre Roger Ainsley, for the first Joint Maritime Course of the year.

On completion of the JMC the

Newcastle - the home of her construction in 1982.

It was the first time that HMS Illustrious had back to her 'birthplace' for some years and both the people of Newcastle and the ship's company had been looking forward to the visit.

Before arriving in Newcastle the ship welcomed Dan Entwistle from Century FM who spent two days at sea recording interviews with her ship's company.

His assignment also brought about a bit of a reunion – Dan knew that his school friend Steve MacMenemey had joined the Royal Navy but despite visiting a large number of RN ships in the course of his work had never managed to track him down.

Until, that was, he found himself on board Illustrious where Leading Airman (AH) Steve MacMenemey now works as an aircraft logger in Flyco! Steve was only too happy to fill Dan in on the missing years.

HMS Illustrious is now back at Portsmouth Naval Base and will remain 'duty carrier' until she is relieved by a fully refitted HMS Ark Royal.



● SMILES: Red Noses worn by S/Lt Tony Hopkins and WOM Nanda Ramtohul are dwarfed by the one sported by HMS Illustrious during her visit to Newcastle. The Red Nose secured the bow of the ship is believed to have been the biggest in Britain. Picture: Photographic section, HMS Illustrious.

Carrier sported the biggest Red Nose in Britain

HMS ILLUSTRIOUS sported the biggest Red Nose in Britain to help raise cash for Comic Relief during her visit to Newcastle.

The five-metre wide nose was fastened to the bow of the 20,000-tonne ship during her open day on March 17 when huge numbers of local people took the opportunity to visit.

Although entry to the ship was free, collection buckets were placed all over the ship and the generosity of the visitors allowed a substantial amount to be raised for the Comic Relief appeal.

HMS Illustrious has a very special relationship with Newcastle as she was built at the city's Swan Hunter Yard in 1982 where her entry into service was completed in record time to allow the ship to set sail for the Falklands.

HMS Illustrious arrived in Newcastle at 1800 on March 13 and came along-side at Tyne Commission Quay.

During the ship's visit Capt Style paid a coutesy call to Clir Charlton, the Mayor of North Tyneside, and hosted a number of official receptions.

And on March 16, the ship hosted a 'Science

Alive' Seminar sponsored by the Royal Navy for school leavers who are considering further education and careers in Science and Technology.

While the ship was open to the public between 1030 and 1400 on March 17, visitors were able to look around the ship and her aircraft as well as meeting representatives from the many departments on board.

At the end of the visit on March 19 the ship set sail from Newcastle and called at Dover before returning to her home port of Portsmouth.

Captain Style, who said the whole ship's company had looked forward to the visit to Newcastle, added: "It was a tremendous honour for me to be able to bring this wonderful warship back to the city of her construction."

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Field gun trophies presented by Ladysmith veteran's grandson

'MY GRANDFATHER ran those guns to Ladysmith!"

This was the startling comment made to Lt Cdr Clive Langmead and members of HMS Forward's Brickwoods field gun crew after a display at Birmingham NEC.

The gunners had just finished their ninth competitive display at the National Boat and Caravan Show and one of the many visitors to the RNR unit stand afterwards was Richard Street of Danbury in Essex.

Mr Street explained that his grandfather was CPO Arthur Eagles, one of the Naval brigade which disembarked from HMS Powerful (see page 30) with a number of guns for one of the most famous actions of the Boer War.

"He marched the guns to Ladysmith and lost a finger in the process" said Mr Street. "He certainly was a fighter and his records show that he was disrated on more than one occasion for brawling but they were all pretty tough in the Victorian Navy, I guess."

Arrangements were immediately made for Mr Street and his wife to make the final presentation of cups as honoured guests in the arena. In return, the crews gave three hearty cheers, something which Mr Street's grandfather, despite the gap of a century, would have understood.

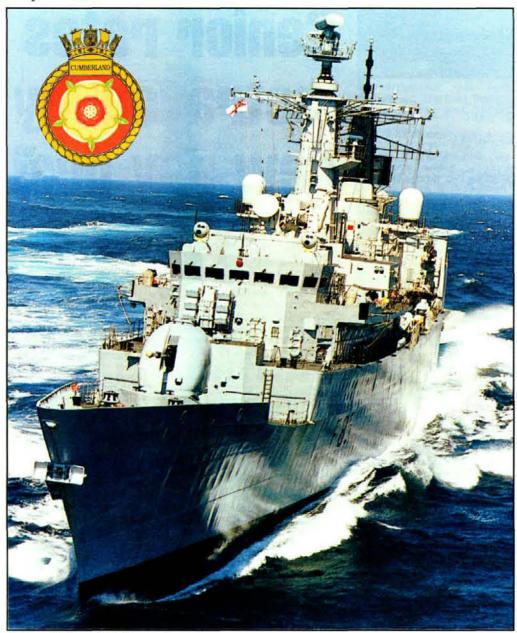


 FIELD GUN: Richard and Valerie Street (left to right) OS Simon Keeble, Battery Commander Lt Cdr Grassy Meadows, AB Edmund Grandison, S/Lt Rob Jaffier, new entrant Jessica Breward, Sgt Bish Bishop RMR, and Cdr Steven Foster.

<u>Ships of the Royal Navy</u>

No 545





Type 22 frigate HMS Cumberland.

Third rate, but first class

THERE were at least ten ships to bear the name Cumberland before the present-day frigate, starting with an 80-gun third rate built at Bursledon in 1695.

She was obliged to strike her colours after taking a battering from a superior French force in 1707, thereby allowing the convoy she was escorting to largely escape unharmed.

Her replacement, very similar to the first and built in 1710, won the first three of Cumberland's ten Battle Honours, but served so many years in the tropical waters of the Caribbean and East Indies that she became rotten and foundered while at anchor off Goa in 1760.

Two fireships named Cumberland existed in the mid-18th century, but the fifth ship, another third rate, typified the Cumberland spirit, fighting in the Channel, the Atlantic, the Mediterranean, the East Indies, and the West Indies in her 30-year career, which ended in 1804.

A 30-ton schooner, used in surveys of Australia, was Cumberland number six, then a third rate of 74 guns, built in 1807 and converted to a convict hulk in 1830.

The eighth Cumberland, yet another third rate, was built in 1842 and won Battle Honours in the Baltic before she became a training ship in 1870. She burnt on the Clyde in 1889.

The name entered a new era with number nine, a 1902 armoured cruiser of 9,800 tons which survived the war and was broken up in 1923, three years

before her successor was launched. This ship, a 10,000 ton County-class cruiser, fought all over the world – she was on hand at the defeat of Graf Spee at the River Plate – and even after she paid off in 1946 a role was found for her as a trials ship for systems such as prewetting, anti-ship missiles, stabilizers and silent propellers – all now common in modern warships.

BATTLE HONOURS

Sadras 1758	Cameroons 1914
Negapatam 1758	North Africa 1942
Port Novo 1759	Arctic 1942-43
St Vincent 1780	Sabang 1944
Baltic 1854	Burma 1945

AIRCRAFT OF THE ROYAL NAVY No 54



De Havilland Flamingo

DESIGNED as an airliner, the Flamingo was unfortunate enough to enter service in 1939 – not a good year for civil passenger aircraft.

Only one example of the Flamingo operated commercially – between the Channel Islands and England – before war broke out. The type

was then adopted for use as a transport by the RAF, and some were operated by 782 Naval Air Squadron based at Donibristle on services to the Orkneys, Shetlands and Northern Ireland.

the Orkneys, Shetlands and Northern Ireland.
The De Havilland DH 95 Flamingo was powered by two Bristol Perseus XVI engines giving a top speed of 239mph and a range of 1,210 miles

Back from the Gulf – again

HE GULF is becoming a familiar stretch of sea to HMS Cumberland, which returned home to Devonport shortly before Navy News went to press.

The powerful frigate has just spent six months patrolling the busy sea lanes of the Middle East, with the odd diversion such as her visit to India for an international fleet review (see centre pages).

She was on the same beat two years ago, when her marathon deployment included a diversion to the Adriatic.

As a Batch 3 Type 22 frigate, Cumberland is versatile. She has facilities to act as a flagship or command ship, and is larger and more heavily-armed than earlier Broadsword-class ships, a result of lessons learned in the Falklands.

She is powered by two sets of Rolls Royce gas turbine engines; the Speys give high speed and are used when power is important, while the Tynes allow for economical cruising. The engines can be driven in unison for high speeds.

Type 22 frigates are substantial warships. They displace 4,900 tons, fully loaded, and with the range of weapons fitted, they are considered to have firepower approaching that of a cruiser.

Although nominally designed to replace the Leander-class frigate, Type 22s are true multi-role ships, capable of engaging targets in the air, on or below the surface.

Although there is a high degree of automation on board, from computerised weapons systems to the centralised storeroom complex, the Type 22 frigate still carries a complement of 250.

Living conditions on board are regarded as good; officers have cabins, senior rates live in four- or six-berth cabins and junior rates have messdecks, each with its own recreational area.

A NAAFI canteen is opened daily, and for those studying for qualifications, or who just need to unwind with a book, there is a library on board.

Cumberland is due to enter a docking period at the end of this month, and as well as deep maintenance there will be upgrades to a lot of her equipment, including electronic countermeasures and the electronic support suite. Her 4.5 in gun will also be enhanced.

She is due to re-emerge in the autumn, when she will embark on a series of sea trials before entering a work-up phase in the early part of 2002.

Facts and figures

Class: Batch 3 Type 22

frigate

Pennant number: F85 Builder: Yarrow, Glasgow Launched: June 21, 1986 Commissioned: June 10, 1989

Displacement: 4,900 tons, fully loaded

Length: 148.1 metres Beam: 14.8 metres Draught: 6.4 metres

Speed: 30 knots on Tynes Complement: 250 Main machinery: COGAG (combined gas turbine and gas turbine): two Rolls

Royce Spey and two Rolls Royce Tyne engines Aircraft: Two Lynx (only one normally embarked) or one Sea King helicopter

Weapons: Harpoon and Seawolf missiles, Mk 8 4.5in gun, two triple torpedo tubes, Goalkeeper close-in weapon system and and machine guns





Letters





Submarine sausage

I AM an ex-Royal Navy submariner, having served in Porpoise and early Oberon-class submarines in the 1960s and 70s.

At present I am still involved with submarines as part of the team preparing for the arrival of Canada's newly acquired ex-RN Upholders on the West Coast.

I am also a member of the Submariners Association of Canada here in Victoria. We have a thriving membership of over 140 ex-submariners from many different countries.

I collect submarine insignia and would like to add the early RN "sausage on a stick" to my display. I was in the UK last year with the Upholder project, at HMS Collingwood and at BAE in Barrow. During this time I hunted the local areas for the badge but was unsuccessful. If you know of any way that I can obtain one I would be grateful. – Bill Crockett, Victoria, British Columbia

We understand from the UK Submariners Association that the "sausage on a stick" badge was universally shunned by submariners and so its life was very short. It may therefore be difficult to locate any surviving examples. - Ed

I FOUND Part I of Submarine Century (January issue) greatly interesting, since I have resea-rched a relative's service in submarines K11, G4 and M3 until he lost his life in L24 when it was accidentally sunk on January 10, 1924. The late Gus Britton, archivist at the Submarine Museum, gave me details of Edward Newing's service and recommended Don Everitt's book The K-boats. – Freda Assinder, Tunbridge Wells. Part II of Submarine Century

follows next month. - Ed.

Letters to the Editor always should accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

After 57 years **Euryalus has** her baby back

YOU MAY be interested to learn that the Duke of Gloucester has agreed to accept the patronage of the HMS Euryalus Association.

Being an architect by training, what, you may ask, is the Duke's connection with the Euryalus? In December 1944 the cruiser left Liverpool accompanied by the destroyers Undine and Ulster and later some frigates, escorting the SS Rimutaka which carried on board the Duke and Duchess of Gloucester and family to Australia, where the Duke was

to become Governor-General. Prince Richard, the present Duke, was just four months old at that time. We encountered the most atrocious gales and seas off the Irish coast plus the detection of a U-boat which was depth charged and claimed as sunk by one of the

Our journey terminated at Colombo when the Royal Australian Navy took over. The Duke and Duchess visited the Euryalus at Aden, but this had not been the first visit - he had called on the ship two years earlier when she was in the Mediterranean.

So it seems a fitting gesture that the Prince who we had "nannied" should become our patron 57 years

HRH will succeed Mrs Mollie Bush, who crossed the bar aged 94 last autumn. Mollie was the widow of Capt Eric Wheler Bush, DSO**,DSC, renowned for his participation as Commanding Officer of the Euryalus during the Battle of Sirte.

This battle, described by Admiral Cunningham as being "one of the most brilliant naval actions of the war, if not the most brilliant" is being marked by a first day cover issued by the Royal Naval Covers Group on March 22. Anyone interested may contact me on 029 2075 0022. - E. Owen,

 HMS Euryalus off Suva in the Fijian Islands in 1945. She remained in the Far East until 1947, later serving with the 1st Cruiser Squadron, Mediterranean Fleet and on the South Atlantic Station before finally paying off in 1959.

Norwegian memorial

I WOULD be grateful if you would remind readers that May 17 is the first anniversary of the unveiling of the British war memorial at Namsos, Norway,

marking our involvement in this first evacuation of the war. Ships were Afridi, Maori, Grenade, Bittern, Arab, Aston Villa, Gaul, Rutlandshire and St Goran. All will be welcome at a modest ceremony on Norwegian National Day. Tel 0207 603 1396 for details. – **J. Gritten,** London W14.

Senior rates *'betrayed' by* new pay deal

FOR THE first time in a 31-year career I feel betrayed by the Royal Navy, which has prompted me to write to you as I am totally disgusted at the way in which I and my fellow Warrant Officers have been treated by PAY 2000.

It would appear that the Navy does not consider that all Warrant Officers are employed at a management level and should therefore be treated equally. Regardless of source branch, all Warrant Officers are placed in positions of responsibility, authority and trust, and in some cases in posts normally held by officers.

Since I was promoted to WO in June 1993 I have felt that my experience, technical knowledge and ability as a WEM(R) has stood me in good stead for dealing with any problems that come my way. My own staff consists of a mix of senior rate WEAs and WEM(R)s

who all come to me for advice and guidance on both technical, administrative and personal matters. I now find that as far as PAY 2000 is concerned my position counts for nothing, when my CCWEA receives more pay and in April one of my CPOWEAs will be paid more than me.

Clearly this cannot be right or just - no CPO should be paid more

Surely there should only be one table for all WOs. It could remain in its present format, ie a senior Chief will earn more than a junior WO, however the WO will receive pay increases as he gains seniority and the CPO will remain at the

highest level achievable.

I would like to point out that in the Royal Marines, an integral part of the Navy, all WO2/1s are in the highest toble. higher table.

As a Warrant Officer of almost eight years seniority I am now left with the feeling that the Royal Navy no longer values my ability and the commitment I have made to the Service - and hence my feeling of being betrayed and

somewhat worthless, -WOWEM(R) P. A. Herring, Staff

of Flag Officer Submarines, JSU Northwood.

PAY 2000 is one change too far. Emphasis has been placed on the job value of individuals within their respective branches, but have our senior officers forgotten that the reason we are here is to fight?

Unlike the Army and RAF, all within the Senior Service can at any time be plunged into conflict right in the front line in a grey or black metal box where we are all dependent on each other for our

That is what we are paid to do – not to be a paper-pusher, cook, steward, maintainer or whatever. As someone who has been placed in the higher pay band, to say that I am worth more than a CMEM, for example, is insulting to both him and me.

Also, how can it be right that a Leading Hand can be paid more than a CPO, let alone a PO? It is of note that this discrepancy does not apply to officers (apart from UCE/Midshipmen).

Whilst I deplore pay banding, I do welcome the introduction of increments which recognise qualifications and seniority. However, there are many faults with the scheme as it has been presented.

As a CPO of 11 years seniority, I am pitched in at Level 1 with no recognition that before their demise, I received seven demise, I received seven consecutive Exceptional efficiency

assessments.
It would not have been a difficult task to retrospectively adjust pay levels for all, by basing the transition on C&E and seniority dates.

seniority dates.

Also, for example, a newly promoted CPO with a seniority of May 2000, starting off on Level 1, will be eligible for Level 2 this coming May, whereas my seniority is later in the year.

Therefore, the "sprog" Chief will likely be paid more than me for the intervening period every year thereafter!

year thereafter!
I urge our senior officers to review their decision.I am sure that all Ratings will accept their peer being paid more because of qualifications and seniority, but that is provided we all start from the same basic rate of pay. After 24 years enjoyable service,

I leave the RN later this year with a very sour taste in my mouth. - A serving CPO (name and address

I READ with interest the article on Pay 2000. I was serving in the RN in the late 1960s when this exercise was carried out before.

My job was compared with two civilian trades - one was a bus conductor and the second was a postman. The only thing we had in

common was a blue uniform.

At that time I was an Able Seaman Clearance Diver (Second Class) employed in a Bomb and Mine Disposal Team.

As you can imagine, there were no large pay rises, just another tier of administration. – T. L. J. Gosling, Alford, Aberdeenshire.

Chief of the Defence Staff Admiral Sir Michael Boyce has said that the new pay structure needs to be given time to work it will allow sailors to earn more as their careers progress - and he points out that overlaps in pay scales have long existed. - Ed



Navy News

No. 561 47th year

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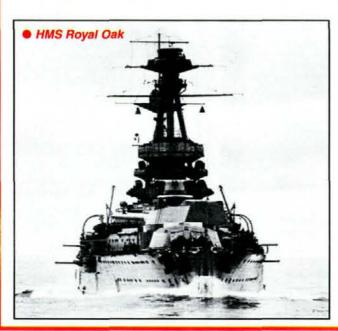
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MIXED VIEWS OF ROYAL OA



HMS Royal (February issue) brought back vivid and poignant memories for me. And underlined just how lucky I am to be alive and writing

April 1939 saw me kicking my heels at HM Signal School in Portsmouth. My idle days ended when I received a draft chit to HMS Effingham as a Signalman. She was flagship of the Reserve Fleet flying the flag of Vice Admiral Max Horton.

The Effingham carried a signal staff comprising a Chief Yeoman, Yeoman, Leading Sigs, but only one Signalman. He was a lad named Effemy, the same age as me, 19. He was a friendly chap and he showed me around and briefed me on routine before his transfer to the Royal Oak.

Effingham did not put to sea and I was left wondering why I had not been drafted directly to HMS Royal Oak. In July I joined her sister ship, HMS Revenge – and then came the devastating news of the sinking of the Royal Oak.

I scanned the list of all who had perished and was deeply saddened to see that of Sig Effemy. Fate had dealt us different cards. - E. Taylor, Sutton, Surrey.

I WISH to praise your item about the Royal Oak - however, when will someone do the same for HMS Hood? Dr Robert Ballard has discovered the Titanic, Bismarck and others including the Yamato, but alas, not the Hood. – L. G. Cheyne, Stockton-on-Tees. FOR ME the sinking of HMS Royal Oak is still one of the stranger mysteries ofn World War II.

On November 13 1940 I joined HMS Nelson in Scapa Flow, where I later met CPO Stoker Terry who was one of the lucky ones who got off the Royal Oak.

He was a quiet, level-head-ed sort of fellow and he told us that one of his jobs in her had been damage control – so he had to know the ship.

On that ghastly day, he said, the explosion came from within the ship and was not a torpedo-type explosion.

All through the war, at Scapa at low tide one saw quite a length of the ship's

As the years went by, did the ship eventually topple over? – Ben Packham, Ducklington, Witney, Oxon.

AS AN ex-seaman gunner of World War II I was awed and humbled when I looked at the picture entitled 'Royal Oak's place of rest', but on reading the story behind it I was aghast to discover the manner in which it had been pro-

In actual fact, I was looking at a photo-cum-artist's impression in which a model had been used.

This fact detracted wholly from the significance of the picture.

I was extremely disappointed to think that such a subject should be treated in this

way. Technology is all very well in certain circumstances, but for this particular subject, the resting place of Royal Oak, it

was totally out of place. - E. Watson, Newcastle-upon-



Letters



Nelson Troop scouts around for helpers

WE ARE a large Admiralty-recognised Scout Group who have for many years operated two very successful Sea Scout units. We have a small fleet of Wayfarer and other sailing craft based at the Portchester Sailing Club, which we use to give boys their first taste of life afloat.

The Scout Movement, in common with many volunteer organisations, is finding it increasingly difficult to recruit sufficient adult leaders with the dedication and expertise to fulfil its commitments to

young people.

At 3rd Portchester Scouts the future of many of our Beaver, Cub and Scout groups is in constant danger because of the severe shortener of lenders.

severe shortage of leaders.

While all of these groups are in desperate need of additional help, the situation regarding our Sea Scout units is becoming criti-

At present we have barely enough assistants to cope with our classroom-based winter programme, but nowhere near enough qualified leaders to get the boys out on the water in the summer.

Unless we can find at least one additional leader in the next few weeks it is likely that one of our units, Nelson Troop, will have to close

there anyone in the Portsmouth area, possibly a pre-sent or former member of the Royal Navy, willing and able to help us? Past scouting experience is not essential, but we desperately need someone with a knowledge of sailing and the ability to pass on their skills to young peo-

For over 20 years Nelson Troop, in the tradition of the great Admiral, has given countless young men valuable training in the ways of the sea.

In an area with such a great Naval and maritime history as Portsmouth, it would be tragic if this facility were to be denied to future generations. - Î. Edwards, Portchester, Hants.

Special rations?

REGARDING Mr Disbrey's query about the initials 'SRD' stamped on rum flagons (March issue), my hobby at one time was bottle digging - and I unearthed

The "experts" – all hobbies have them – told me that "SRD" stood for "Special Rations Department". The reason was that the Church objected to issuing rum to the troops before they went over the top, so they scrubbed out "Rum" and put "SRD" on instead – and still issued it. – F. M. Rouse, Newark, Notts.

I BELIEVE the acronym "SRD" stands for "Southard's Rum Distillers". I bought a few bottles in Malta and the UK in the 1950s/60s and "SRD" was printed in large letters on the label. – C. P. S. Hooper, Bristol.

Canberra dedication

PETER Burrows, the General Secretary of the Royal Navy Veterans & Associates in Australia (Inc) in Canberra was painting some of the 66-odd placards that are needed for the ANZAC Day March - similar to Remembrance Day March in the UK.

A phone call from the State President of the Returned and Serves League (like the British Legion) saw him scurrying down to the State HO for "morning tea and to give an update on the plans for ANZAC Day March and Service this year."

There were many senior offi-cials at that morning tea. The State President Derek Roylance then dropped the bombshell – Peter was awarded an Australia Day Medal "for 26 years of dedi-Day Medal "for 26 years of dedi-cation to the Veterans in assisting with organising the Parade, mak-ing the placards, asking for no expenses, organising the uni-formed youth groups to carry the placards each year, organising the serving Cadet Officers to carry out marshalling and other duties, and taking over as Chief Marshal and taking over as Chief Marshal and Co-ordinator for the past five years." Peter has always worked hard for the Veterans. He claims that it is his family and the support that he gets from the RNVAA friends and shipmates and ship-mates in the Interstate RNA Branches that keep him going. – Kevin Kelly, president RNVAA(Inc), Canberra.

It wasn't Wakeful

WHAT is the destroyer on page 17 (March issue) illustrating the story on Wakeful? It looks like an Hclass - was not this picture used a few years ago as a puzzle? Don't worry, you're in good company; The Times illustrated the Wakeful story with a drawing of a C-class cruiser! – **D.K. Brown**, Bath.

THE photograph is certainly not HMS Wakeful, more likely HMS Havant, also lost at Dunkirk, or a similar vintage ship of the H or ex-Brazilian H classes. The letter about HM destroyer Boxer being present at the U-110 episode is also strange - the only RN destroyer named Boxer was lost in 1918! There was, however, an LCT of that name in World War II. – P. C. Smith,

60 years of bitterness unfurled

DEVONPORT Barracks, 1941. I'm detailed DEVONPORT Barracks, 1941. I'm detailed Colour Party with Charlie Greenway. There's a full turnout on the parade ground. The Guard stamp and bash their rifles about, shouted at by a nasty-looking Gunner's Mate. The Royal Marine Band take up position. The Commodore is taking the salute. Charlie is on the halyard, easing the Ensign up and I'm on the pulling end. Carefully I pull up the Ensign while Charlie keeps it nice and taut. Then disaster strikes! The halyard jams!

The Ensign is stuck halfway up at "Send him victorious". The Commodore's face is turning puce! the GI's

eyes are popping! I pray for oblivion.
"Christ Almighty!" shouts the GI over the band.
"Get the bastard up!" In desperation I heave and heave, swinging both feet off the ground. Something

gives. Both Ensign and pulley-block hurtle down. I crash on my back, the Ensign gently covering me like

We eventually bent the Ensign on a yardarm hal-yard. As the Commodore totters off to the nearest pink gin and Charlie is sent to the sickbay with recurring nervous retching and hiccups, I have to report to the Jaunty and the OOD.

I moan all over a Killick in the Regulating Office, complaining how bloody unfair it all is - why blame us, we're not maintenance barrack stanchions and that pulley-block could have been rotting up there since Nelson's time.

"Unfair? What's unfair?," he says. "If life was fair, I would be lying on a beach in Waikiki wrapped around Dorothy Lamour. If you can't take a joke, you shouldn't have frigging joined!" – M. Cross, Bristol.

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(DCI GEN 273)

8 NAVY NEWS, APRIL 2001 www.navynews.co.uk



 AWAY BOATS: The first wave of Royal Navy personnel going ashore. SNFL Flagship USS Tortuga can be seen in the background heading towards the beach.

Westminster in disaster exercise

HMS WESTMINSTER has taken part in a major humanitarian aid exercise on the island of Curacao as part of her deployment to the Caribbean with Standing Naval Force Atlantic.

The Type 23 frigate arrived off the Dutch Antilles with a multinational force of seven warships to test their ability to provide emergency assistance in the wake of a major hurricane.

A plan to land personnel, equipment and stores was quickly established on board the ship, making best use of their boats, helicopter and local expertise and a multi-skilled team with a huge variety of equipment was landed in under four hours.

Immediate efforts were concentrated on the treatment of approximately 50 casualties and the feeding of 150 survivors, before embarking on the complex task of establishing a beach head, refugee handling station, field hospital and kitchen.

With these facilities in place, specialist teams set about restoring power and essential services before preparing for the hand-over of the relief effort to a more permanent force.

HMS Westminster landed over 100 personnel during exercise 'Relieve Discomfort' and helped with tasks as diverse as fire-

fighting, damage repair, first aid, refugee processing and command and control.

Equipment taken ashore included radios, specialist lifting, cutting and welding gear, food and water for sailors and survivors, galley utensils, first aid and fire-fighting equipment.

HMS Westminster's Lynx flew more than 60 under-slung loads during the landing and recovery phases and conducted many recce patrols with the Governor and senior officers.

The ship's two sea boats were also kept busy, remaining in the water for over 12 hours a day in constant use, helping to ferry the 300 SNFL personnel that were landed from the force on a daily basis.

The exercise proved HMS Westminster's ability to quickly deploy an effective first aid force in the wake of a major disaster ashore. Such operations, known as Military Operations Other Than War (MOOTW) are becoming increasingly important. After the exercise the ship's company enjoyed a highly successful port visit to the island's capital, Willemstad, together with her fellow SNFL ships FGS Rheinland-pfalz and HDMS Peter Tordenskiold, where local people were most impressed with the ship's achievements.

Kuwait welcomes frigate on Gulf anniversary

MS LANCASTER played an important role in events held to mark the tenth anniversary of the liberation of Kuwait during the Gulf War and the country's 40th year of independence.

In a busy and emotional five-day visit, the Duke-class Type 23 frigate attended several ceremonies to celebrate the raising of the Kuwaiti flag in Ahmadi, the suburb of Kuwait City which was the first area to be liberated by Allied forces.



● KUWAIT CITY: HMS Lancaster arrives at the port of Kuwait City to take part in the celebrations which marked Kuwait's National Day and the tenth anniversary of the country's liberation during the Gulf War. Picture: Dave Coombs

The celebrations came at a sensitive time in the Middle East following the UK/US bombing of Iraq a few days earlier and HMS Laneaster was the only warship aloneside.

Her presence was much appreciated by the locals and the ship featured strongly in local newspapers, Kuwaiti TV programmes and on BBC Television News.

One of the highlights of the visit was a party held on board for the children of the prisoners of war who are still held in Iraq and orphans of the war.

The children are extremely well cared for by the Kuwaiti Government and the Emir of Kuwait's personal photographer visited the ship to take photographs of the youngsters with Batman, Superman, several Flintstones, pirates and a Thunderbird!

On the National Day itself, the ship provided a sunset party for a Garden Party at the British Embassy where Lady Thatcher and former Prime Minister John Major planted a memorial tree before meeting members of the ship's company.



SUNSET: Guests at the Garden Party at the British Embassy in Kuwait included former President George Bush, Lady Thatcher, John Major, US Secretary of State Colin Powell, Norman Schwarzkopf, former Defence Secretary Tom King and former Argentinian President Carlos Menem. Picture: Dave Coombs

After this, 60 of the ship's company were bussed to a UK/US/Kuwaiti Flag Raising Ceremony in Ahmadi itself.

Guests at the extraordinary event included former President George Bush, Lady Thatcher, John Major, US Secretary of State Colin Powell, Norman Schwarzkopf, former Defence Secretary Tom King and former Argentinian President Carlos Menem, with LOM(C) Jackson and OM(C) Smith raising the Union Flag to a rousing rendition of the National Anthem.

Many of the ship's company had their pictures taken with the VIPs and the event ended with a buffet supper. Sir Dennis Thatcher enjoyed a three-hour visit to the ship and a football match against top local side Al Arabia was played. Despite being heavily outclassed, HMS Lancaster's team gave a creditable performance under Combined Services' player CCWEA Steve Johnson.

Lancaster's CO, Cdr Richard Buckland said: "It has been an incredible visit. We knew it would be high-profile but the scale of the interest and warmth towards the UK and the Royal Navy has been fantastic.

"Although it has been hard work, we have all enjoyed it and it will be hard to match as the highlight of the deployment."

Bulldog visits Italian port

LINKS with the Italian Navy's Hydrographic Institute were strengthened when the survey ship HMS Bulldog called at the Institute's home port of Genoa.

The Italians operate a number of survey ships from Genoa, birthplace of Columbus and the centre of chart and map-making in the Middle Ages.

Bulldog, on her last deployment before finally paying off, played host to senior members of the Italian Navy's hydrographic, coastguard and general service branches.

As well as indulging in the obvious pleasures of sightseeing and food and drink, the ship's football team played their first match of the deployment, losing against a side from the Hydrographic Institute.

After the visit, Bulldog continued her six-month deployment by sailing to the Gulf for survey work there before heading for her ultimate goal of the Indian Ocean.

Free beer on run ashore

SAILORS from HMS Edinburgh downed £500 worth of beer in 90 minutes after an invitation to visit a pub owned by the Lord Provost of Edinburgh.

A colleague of the Lord Provost said the sailors should pop in for a free drink during their visit to Edinburgh and Cllr Tom Ponton said: "You can imagine my surprise when two coach-loads of thirsty sailors turned up!"

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Royal Marines want YOU to name their protected all-terrain vehicle

THE ROYAL Marines are enlisting the help of *Navy News* readers in their bid to find a name for their brand new all-terrain vehicle.

The vehicle, made by Haglund of Sweden, is currently known as the All Terrain Vehicle (Protected) and it is unique to the Royal Marines.

When it enters service the vehicle will give protected mobility to Commandos during expeditionary operations and it is also bigger and more powerful than the BV206 which it replaces.

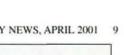
Royal Marines spokesman Lt Col Kevin de Val said: "We are looking for a catchy, appropriate name which is easy to remember but in keeping with the concept of operations of the Royal Marines Commandos.

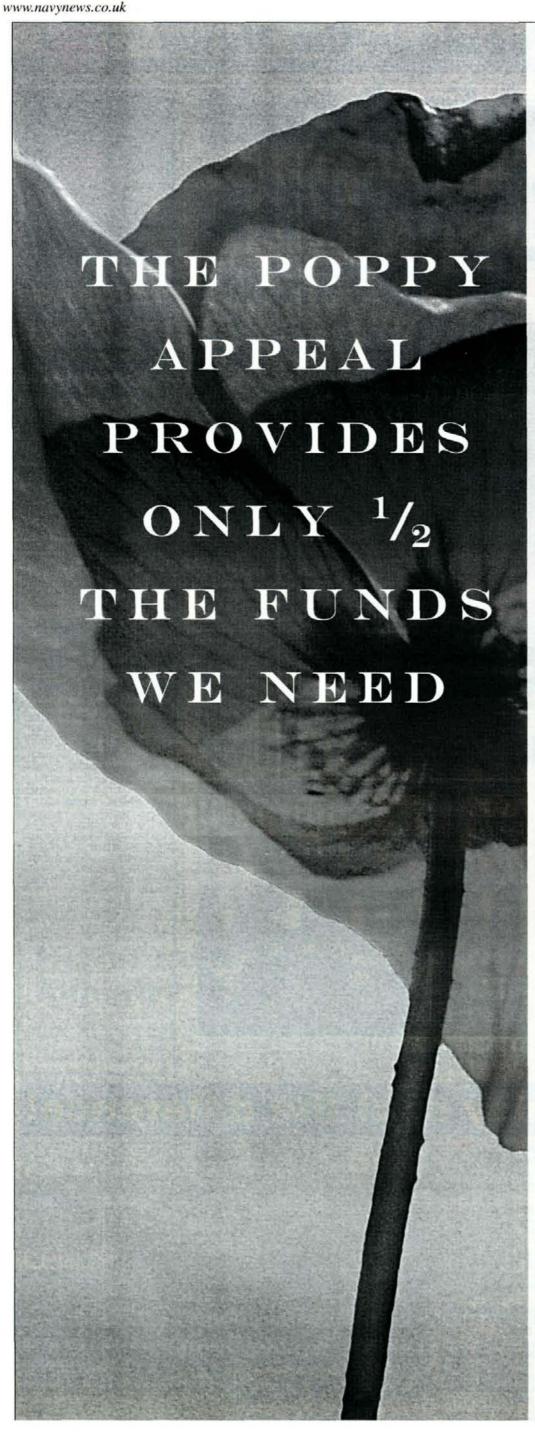
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Postcode	
Telephone number	

"It could be the name of an animal as vehicles have been called 'Scorpion' and 'Fox' or a martial name such as the vehicles 'Warrior' and 'Scimitar'. If your suggestion is chosen the prize is the chance to drive the new combat vehicle during a day out with the Royal Marines Trials Unit. It will be a chance to really put it through its paces so get your thinking caps on!"

Write your suggestion and contact details in the coupon printed below and post it to Royal Marines Combat Vehicle Competition, Editorial Dept, Navy News, Leviathan Block, HMS Nelson, Portsmouth PO1 3HH.







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 Maj Rob Forster, who won £4,000 on the Sports Lottery.

Major win on

ROYAL MARINES Major

Rob Forster had to take

time out of a tough training

exercise in the Mull of

Kintyre to be presented with a cheque for £4,000 from the RN & RM Sport's Lottery!

Major Forster, OC of R Squadron, Fleet Royal Marines

Protection Group, was presented with a cheque for his winnings by his Commanding Officer, Col Mark Noble.

The lucky winner, who is based at RM Condor in Arbroath, said that the result came as 'a very nice surprise' during the arduous training

which he was conducting with

his Squadron on the West Coast

the lottery

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LIZ 43, seeks male naval officer for friendship/relationship. Likes travelling, walking, reading. Photo appreciated. Box April 1

SLIM, PRETTY Air Hostess (24) needs single Sailor/Marine for friendship/relationship/letters. Box April 2

LEESE, 32, G.S.O.H., good listener. Enjoys cooking, cinema, eating out, swimming. Box April 3

STUNNING BLONDE and quirky brunette, early 20's. Seek sexy Servicemen. Box April 4

CAROLINE, 18, attending college. W.L.T.M. serviceperson to write to. Box April 5

EMILY 26, fun, friendly, sporty, literate female wishes to write to Servicemen. 28+. Box April 6

MAUREEN 38, G.S.O.H. Seeks male penpal 36/42. Photo appreciated. Box April 7

DONNA 28YRS, single mum, 5'8", long brown hair. enjoys socialising and lots more! Box April 8

AWAY FROM HOME, nothing to do? Write to me, I'll write to you! Sarah. Box April 9

JAYNE, 34, blonde single mum. G.S.O.H., fun personality. Seeks penpals 24-35. Box April 10

SUE, (39). Bubbly brunette likes pubbing/clubbing. Seeks sailor aged 37–40 for friendship/relationship. Box April 11

ATTRACTIVE BRUNETTE 39. Likes Science Fiction, Films, Father Ted, Red Dwarf. Box April 12

DEBBIE 22, attractive, G.S.O.H. Seeks Sailor/Marine for friendship/ relationship. Box April 13

SWEDISH AMERICAN Military Nurse, G.S.O.H. wishes to write Marine penfriends. Box April 14 SUE, 37. Attractive blonde, blue eyes, slim. Seeks penfriends. Box April 15

FEMALE 37, tall, brown eyes/ hair. Seeks single male penpal. Box April 16

SLIM, ATTRACTIVE and energetic lady, early forties, would like to correspond with male penfriends. Box April 17

SINGLE PARENT, solvent, 38. W.L.T. correspond with humerous/interesting gentleman. Box April 18

PERSONAL

PEN P

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Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.

People in the News



Wren's hard work earns NATO prize



 PO Wren Jacqui Cartner, who has been voted NATO Military Member of the Year.

ATO chiefs were so impressed with Northwood's PO Wren Jacqui Cartner that she has been voted North Atlantic Treaty Organisation Military Member of the Year.

And the prestigious award was presented to PO Wren Cartner by NATO Supreme Allied Commander Atlantic, US Army General William F Kernan.

General Kernan said: "PO Wren Cartner's exceptional performance resulted in her selection as the Regional Headquarters East/Headquarters Naval Forces North Military Member of the Year for the calendar year 2000

for the calendar year 2000.

"As the Senior Rate in charge of the Operations Room she showed great initiative in reorganising watch routines to improve the well-being, motivation and job satisfaction of the operators.

"Additionally, she developed standard operating and training procedures which resulted in significantly increased effectiveness through improved dissemination and retrieval of information and prompt recognition of potential problems.

"She also contributed to the community through voluntary social work with the Samaritans. The distinguished accomplishments of Petty Officer Wren Cartner reflected great credit upon herself, Allied Command Atlantic, the Royal Navy and The United Kingdom."

2001 is turning out to be a great year for PO Wren Cartner. She was awarded an MBE in the New Year's Honours list and is also on the signal for promotion to CPO Wren Radar!

RN presents medal to US Navy officer

of Scotland.

AMPHIBIOUS Task Group Commander, Commodore Niall Kilgour, had an unusual request from the United States Navy to present a medal to an American Serviceman under his command.

The Naval and Marine Corps Commendation Medal was awarded to Lt Cdr Jim Hamill, a US Navy exchange officer who has accompanied Britain's Amphibious Task Group on a number of high profile deployments.

Lt Cdr Hamill, from Placentia, Southern California, was awarded the medal in recognition of his exemplary service as Navigator of the USS landing ship Bonhomme Richard, a draft which included a 10,000-mile transit around South America.

He joined the staff of COMATG in January 2000 as a planning officer and has served on board the assault ship HMS Fearless and helicopter carrier HMS Ocean.

Ganges old boys get together

WHEN HMS Invincible hosted a reunion dinner for personnel trained at HMS Ganges there was a combined total of 371 years of Service to the Royal Navy amongst the guests.

HMS Ganges was a shore establishment which closed 25 years ago and the 14 'Old Boys' in the aircraft carrier are believed to be the largest group of ex-Ganges men serving at sea.

The Honorary guest was Capt R A McLean, and the 'Ganges' Old Boys' included CPO Jim Marklew, WO Steve McLinn, CCPO Max Halbauer, CPO Paul 'ASA' Haslam, WO Phil Jackson, WO Chris Browne, CPO Steve Murray, WO Dick Hussey, Lt Cdr Jack Kerr, Lt Cdr Eddie Garlick, CCPO Clive Hastilow, CPO Nick Wilkin and CPO Baz Talbot.



 REUNION: The gathering in HMS Invincible is believed to be the largest gathering of sea-going Ganges Old Boys. There was a combined total of 371 years of RN service between the guests.

Pilots play spot the difference!

REMARKABLE similarities between a Royal Navy officer and his Royal Air Force counterpart show how little difference there can be between airmen in Joint Force Harrier.

Cdr Dave Mackey RN and Wing Cdr Mike Jenkins RAF are both Commanding Officers of their respective units, 899 Naval Air Squadron and No. 20 (Reserve) Squadron RAF.

Both officers had similar flight training and now fly Harrier aircraft on the RN and RAF Harrier Operational Conversion Units, and they both operate on a regular basis from RNAS Yeovilton and RAF Wittering.

Both men have deployed on most of the same operations and they have both operated from aircraft carriers as well as land bases.

To cap it all, they both own a vintage 1946 Cessna 120 private light aircraft, and they both share a keen interest in sailing as well as flying.

In fact, the biggest difference between them after 20 years in different arms of the Services seems to be the colour of their uniforms!



● Cdr Dave Mackey, Commanding Officer of 899 Naval Air Squadron (left) and Wing Commander Mike Jenkins, OC of No. 20 (Reserve) Squadron RAF are pictured with their aircraft at RAF Wittering.







HAPPY SNAPPER: PO George Tweedie with the commendation from CGRM Major General Robert Fulton.

George earns Royal respect

ROYAL NAVY photographer George Tweedie snapped up a commendation from the Commandant General Royal Marines at the end of 18-month posting to CTC Lympstone.

PO Tweedie joined the staff at the Commando Training Centre as the unit's Senior Photographer in May 1999 and made an immediate impression when his pictures of a visit by England's Rugby Union team appeared in local and national press.

His coverage of a myriad of important occasions at Lympstone kept the Royals in the public eye and he used his technical knowledge to equip the unit with the latest digital imaging hardware and software.

In the commendation, CGRM Major General Robert Fulton said: "Throughout his time as the unit's senior photographer he has taken enormous pride in his work and shown remarkable diligence, enthusiasm and consistency despite a prodigious work-

"The manner in which PO Tweedie has applied himself in the last 18 months at CTCRM has been exemplary and the contribution he has made has been quite remarkable. Despite having no previous experience of the Royal Marines he has earned the universal respect and praise for his professionalism and sheer

Visit builds link with Portland

PORTLAND'S links with the South West were strengthened when the Lord Mayor of Weymouth and Portland made her first visit to the new Type 23 frigate.

The frigate is keen to develop links with Weymouth and Portland and CO Cdr Jonathan Handley used the visit to discuss the ship's future involvement in charities, festivals and events throughout the Borough with Cllr Sandra

One of the main topics for discussion was HMS Portland's commissioning ceremony at Devonport Naval Base, which is due to take place on May 3 during events described by Cdr Handley as 'a two-day extravaganza.'

As well as the commissioning ceremony itself, the ship will be hosting a black tie ball and a day at sea for the families of the ship's company, and the civic dignitaries from Weymouth and Portland are already on the list of special

Cllr McGown said: "I am delighted that I will still be in office on the big day. This will start an exciting new chapter in the Borough's association with a brand new ship which was named especially to recognise our tradi-



 MAYOR: Clir Sandra McGown and HMS Portland's CO, Cdr Jonathan Handley. It was her first visit to the new Type 23.

tional links with the Royal Navy."

The association and affiliation of the Royal Navy with the Borough of Weymouth and Portland is long established, not least because it is the site of the former Portland Naval Base and the RN Air Station HMS Osprey.

Despite the declining numbers of ships in the Fleet since World War II, Portland has remained affiliated to a Royal Navy ship for the last 40 years and the current vessel is the P2000 Fast Patrol Boat HMS Blazer.

HMS Portland, a Duke-class Type 23 frigate which will be based at Devonport Naval Base, is the

eighth Royal Navy vessel to bear the name of Portland

The last HMS Portland was a Bangor-class minesweeper which was captured by Japan in was captured by Japan in December 1941 while she was still on the stocks at Taikoo Dockyard, Hong Kong.

The ship was completed as Japanese Minesweeper M/S 101 and she was eventually sunk by American air attack on March 10,



Submariner goes back to school

A ROYAL Navy officer has returned to the classroom to help a young Russian girl to brush up on her English.

Ten-year-old Maria Volkova has been attending Bishop Cornish Primary School at Saltash since January after moving to England from Siberia with her mother Lora and older sister Kseniya.

As Maria understood very little English and nobody at the school spoke Russian her teachers approached the Royal Navy to see if any locallybased Servicemen could help and Lt Dutton, who studied Russian and French at Leeds University volunteered his services.

Since then, Lt Dutton has made a series of visits to the school to teach Maria English and to interpret her lessons and the youngster has already

made great progress. Lt Dutton said: "Her level of English so far is amazing. The level of understanding is certainly there. For someone to speak a second language at her age, short of being bilin-gual, is a very good level. She's a very clever little girl."

Headmistress Jenny Thomas aid: "We are delighted to have Maria at Bishop Cornish School. Coming from Siberia she helps to focus our chil-dren's interest and knowledge of the wider world.

"We do so appreciate the Navy's help and support in allowing Lt Dutton to come to school to help teach Maria English and to translate for

Captain F6 calls in

Capt Johnstone-Burt, who last saw the ship when she was still under

During the visit he also presented and a Long Service and Good Conduct Medal to the Hull department's POMEM(M) George Nicholson, to mark 15 years of unblemished service to the Royal Navy

ANOTHER recent visitor to HMS Portland in Portsmouth was the Captain of the 6th Frigate Squadron, Capt Tony Johnstone-

construction, presented her Operations Officer, Lt Cdr Paul 'Dusty' Miller, with a General Service Medal for Air Operations Iraq in 1999.

High praise for Chaplain's ministry on the waterfront

NAVY CHAPLAIN Nick Woodcock has been blessed with a Commander-in-Chief's Commendation for his work as waterfront chaplain for HMS Nelson in Portsmouth.

The Commendation from Second Sea Lord Vice Admiral Peter Spencer on board HMS Victory, praised 'the highly dedicated and professional manner' in which he established the waterfront chaplaincy.

Rev Woodcock (54) has served in the Royal Navy for ten years in a variety of posts including HMS Warrior, at sea with the Second Frigate Squadron, HMS Sultan and Britannia Royal Naval College, Dartmouth.

During his current appointment he was charged with pro-viding pastoral care and support to those serving in ships along-side in the Naval base, an established role which had previously been handled from Admiralty House, which is a considerable distance from the ships' jetties.

On his own initiative, Rev Woodcock established a permanent waterfront base in the guise of a portable building bedecked with a wooden cross and steeple. The idea proved enormously popular and has drawn acclaim



 HIGH PRAISE: The Rev Nick Woodcock receives a Commendation from the Second Sea Lord, Vice Admiral Peter Spencer, on board the Admiral's flagship, HMS Victory.

from all of the ship's companies to whom Rev Woodcock admin-

The commendation was par-ticularly well-timed as Rev

Woodcock is retiring from the Royal Navy Chaplaincy Service after ten years to become Presenter at Ely Cathedral, Cambridgeshire.



This offer cannot be used in conjunction with any other RAC offer. Discounts only apply to certain service levels. Prices include insurance Premium at the standard rate on VAT exempt insurance and joining fee if applicable. All details correct at the time of publication. Full membership details in RAC Terms Of Membership.

www.navynews.co.uk NAVY NEWS, APRIL 2001



MOMENT OF TRUTH: Pilot Steve Noujaim takes off in Sea Fury VR930, its first flight for more than 40 years. Final air engine tests are scheduled for the end of March.





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York tops list of trophy winners

hat trick of trophies for gunfire, the Type 42 destroyer HMS York leads the field among the 18 Royal Navy ships that have received annual awards for a range of activities in the year 2000.

York took the Grytviken Cup for naval gunfire support as well as the Beresford Cup for gunfire against surface targets and the Hibernia Trust Fund Award for the most efficient close-range firing.

Three other ships - all Type 23 frigates - were dou-

HMS Montrose was awarded the McDonnell Douglas Harpoon Trophy and the BAE Seawolf (Vertical Launch) Shield for top performance in oper-

ating both missile systems. HMS Norfolk took the Fleet Sonar Efficiency Trophy and the Dowty Marine Towed Array (sonar) Trophy, while HMS Grafton won the Chubb Fire Trophy – for fire and damage control in major war vessels, RFAs and submarines – and the BAE Maritime Trophy for her top contribution in the field of maritime development.

Other winners: Fleet Electronic Warfare Effectiveness Trophy – HMS Illustrious; BAE Seawolf (Conventional Launch) Shield – HMS Cumberland; Emperor of India Bowl for contribution to surface-tosurface guided weapon use - HMS Cornwall.

Marconi Seawolf Tracker Trophy – won by CPO
Aspey of HMS Coventry; Mantle Cup for the most
improved close-range weapons firing – HMS
Glasgow; Kelvin Hughes VECTAC Trophy for simulated torpedo drops – HMS Liverpool.

Surface Flotilla Communications Trophy – HMS
Marlborough; Chubb Challenge Cup for fire and
damage control in minor war vessels – HMS
Pembroke; Wattisham Trophy for contribution to integration with the RAF – HMS Southampton; James
Acton Minewarfare Efficiency Trophy – HMS
Inverness.

Good Luck Cup for minewarfare vessels' close-range weapons use – HMS Middleton; Redifon Communications Trophy for minor war vessels – HMS Ledbury; Vosper Thornycroft Efficiency Plaque for P2000 vessels – HMS Express; Hope Trophy for survey ships' operational efficiency – HMS Beagle.

Historic Flight Sea Fury takes to the skies

ROYAL Navy Historic Flight has at last got a Sea Fury flying again.

The Flight received its original Sea Fury FB11 TF956 in 1971 as a gift from the Hawker Aircraft Company and a sec-ond Fury, this time a T20 two-seater trainer, was donated by the Federal German Navy in

Sadly, after more than a decade of flying these aircraft at displays around Great Britain, both were lost in accidents.

TF936 crashed into the sea off Prestwick in 1989 and the T20 was written-off after a forced landing in a field in Wincanton in 1990.

Fortunately for the UK's flying heritage, BAE Systems volunteered to undertake a massive restoration project to bring Sea Fury VR930 back to flying standard.

The project began at the BAE Systems Brough factory in June 1994 and with all the airframe work completed, the aircraft returned to Yeovilton in 1998 for engine perfor-mance testing and test flying.

Unfortunately, the engine suffered serious damage during ground running trials and had to be sent to Ricardo Consulting Engineers Ltd at Shoreham for repair, a task which took two years to complete.

The engine was then refitted to the aircraft by the Royal Navy Historic Flight and dur-ing the necessary performance checks.

The checks revealed a leak in the Sea Fury's fuel tank which was repaired, and a sec-ond round of performance tests showed that all systems were functioning properly.

VR930's big day arrived on March 1 when the aircraft was taken for its first flight in 40 years by pilot Steve Noujaim.

Mr Noujaim, who normally flys Paul Morgan's Sea Fury display aircraft WH588, spent 20 minutes in the air before cutting the flight short to make routine adjustments to the engine's running speed before proceeding to full air testing procedures

The next test flight was scheduled to take place as Navy News went to press.

Final flight of Fairey Gannet

AN AIRCRAFT which has stood at the gate of HMS Gannet for over 20 was airborne again for a few seconds last month.

Fairey Gannet number XL497, a propeller-driven early warning aircraft which operat-ed from the decks of Fleet air-craft carriers, retired to the main gate at HMS Gannet in 1978 and it has remained there

But it is now badly in need of restoration, and a large crane was used to move it across the road to the hangar workshops where it will be renovated under the supervision of KLTZ Schleicher, a German naval officer on exchange with the Royal Navy at HMS Gannet .





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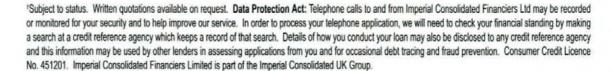
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<u> Helping Hands</u>



Former reservist shelters children

Talks – and action

DUNCAN Grant comes back to the UK during the spring and autumn from four to six weeks to give illustrated talks on the shelters to schools, churches, clubs and other organisations.

Duncan can be contacted at the Anchorage Shelters, 301, Colabawala Building, 71, Colaba Causeway, Mumbai - 400 005, India, tel 00 91 22 283 8960, fax 00 91 22 285 2037.

The point of contact in the UK is Lt Cdr Alan Waters, who visits Mumbai three times a year to relieve Duncan. Contact Alan on 023 9254 7301 for more details; donations should be sent to him at NSCTC, HMS Excellent Portsmouth PO2 8FR HMS Excellent, Portsmouth PO2 8ER.

Donations are always welcome – £5 will provide breakfast for 50

street children at the shelters, and £25 will set a street child up with a nascent business – postcards, toys and balloons to sell to tourists.

HEN Naval Reserve Duncan Grant decided to put down some roots for the first time in his life, he chose a penthouse property close to the tourist centre of Mumbai.

For £35,000 he got a room 14 metres long and 5 metres wide with use of a toilet, sink and shower. When the neighbours heard a

foreigner was buying it, they were

pleased – but not for long.

Duncan (57) said: "They were horrified when I turned up with 25 shrieking kids. They complained to the police, but I'd already spoken to them - and to the mayor

Duncan insists on politeness from the children, and good relationships with neighbours have been restored.

In fact, Duncan - who spent more than 30 years in the RN Reserves, leaving as a lieutenant commander - had been thorough in his preparations.

After a working life which ranged from selling domestic elec-trical components to helping develmarinas in Turkey and the Caribbean, he worked for charities on the sub-continent: "I soon realised I was building up this classic love-hate relationship with India," he said.

When in 1995 he decided he wanted to help street children in Mumbai, there was a ready-made umbrella group in Rescue a Child, set up by Catherine Douglas, and although there were no funds, his Anchorage Shelter Foundation became an outreach project of the

main charity.
When Duncan arrived in Mumbai, with just two bags as pos-sessions, he moved into a Salvation Army hostel and set about building a rapport with local people by hir-ing a char-wallah and drinking tea with anybody who wanted it in the gardens by the Gateway of India. "I quickly realised you cannot

help everyone in Bombay, so I ring-fenced an area, and asked a local group about setting up a shel-

ter," said Duncan.

"They said it was a wonderful idea, but the price of property was utterly exorbitant, so there was no chance of treading on anyone else's toes."

Report: Mike Gray

Six months of searching and negotiations paid off when he secured the bright, airy third-floor room off Colaba Causeway, around ten minutes' walk from the Gateway of India, and just over two years ago the property was extended out on to a roof terrace.

The population fluctuates, peaking at just over 50, though at pre-sent it stands at 32. They all -Duncan, two UK gap-year students and the children – live, eat and sleep in the property, which benefits from a water supply for about 35 minutes a day if they are lucky.

There are no criteria for coming here except that they are from this area of the city. We do not go out looking for them, residents bring people in," said Duncan.

"Most of these children are not orphans; they are very underprivileged children from chaotic families and often if there's a stepfather in the house they tend to get chucked out.

"Usually people who come in here do not go out to the streets again - we have managed to resettle about 21.

"People often say to me it's a drop in the ocean, but here, in this area, we have made quite a dent in the negative attitude of the authorities towards street children..

"We have had some people from very high up in the authorities who sit and eat biryani with the street children. And hopefully a child who benefits from this will mean an entire family tree which also benefits all the way down. But we are not going to win them all."

here are additional benefits to living in the shelter - once the children have an address, they are able to claim free medical and dental treatment, and can attend school.

As the children got older, they moved out - most still keep in touch - but pressure of space meant a second shelter was necessary close by in Bedwar Park, a £5,000 waterfront building with spectacular views across a rubbishstrewn foreshore, where children play cricket among the rocks and pools of sewage, to the skyscrapers and luxury homes of Mumbai.

This is home to 24 older youths, who do some form of apprenticeship or take simple courses.

 Duncan Grant at buncan Grant at the waterfront shelter for older youths. One resident, Dipak Said, said: "Duncan is a very nice father to us. If it wasn't for him, we would be living on the footpath."

As a party from HMS Cumberland visited, one lad proudly showed off his suitcase, a Naval relic marked "Junior Acting Cook M. Higgins".

The shelter is simply decorated, with two iconic pictures - one of 'The Good Shephered' (sic) and the other of the Kinetic Honda

A third shelter is rented at another sheltered harbour several miles away, a bolthole from the inner-city to where many of the shelter's inhabitants graduate.

Felicity Kendal is the shelters' patron, and the actress - who spent part of her childhood in Bombay has visited twice in two years. She said she feels a particular affinity for Duncan's work.

"I know Bombay very, very well I grew up there, and I know the situation, so as soon as I found out about this I became very interest-ed," said Miss Kendal, who plans

to visit the shelters once a year.

The actress said she used to play

with Indian children, picking up the language, and she still marvels at the attitude of the boys at the shelter and their compatriots on the streets: "They are just so posi-tive with so very little, compared to

what we have got," she said.

Duncan has spoken at the school attended by Miss Kendal's son, which prompted a fund-raising drive, and she has nothing but praise for Duncan's efforts: "He is doing an extraordinary job - he is a wonderful man."

The visitors from HMS Cumberland were greeted like heroes, the warmth of their reception causing one or two emotional scenes when the sailors finally left

"When a ship comes there is a great big 'Yippee!' - it really breaks the monotony of life here," said Duncan.

"They have been looking for-ward to getting on board HMS Cumberland this morning - it's a little trip to Star Wars for them.
"And the Royal Navy's reputa-

ion as being barmy about kids is well-known throughout the world.

"We have had a tremendous response from Cumberland. The

Zoo Mess (OMs) on board donat-

ed their stereo equipment.

"Lt Cdr Alan Waters did a round-robin of the Fleet, and Cumberland picked it up and said we are coming.'
"They sent £300 before they got

here, and have brought £700 now, and there's the stereo, and they held a party on board, and they have brought a barbecue here. It's been such a pleasure for the children.

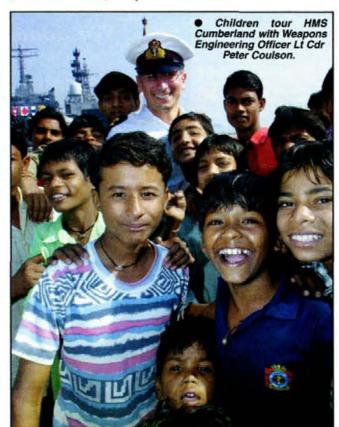
"The ship's company are doing a paint job on the new terrace parapet walls and the rear facade

"The electrician from the ship is checking earthing connections and

putting in a rat-proof power cable. "Newcastle and Sutherland were here last year. Newcastle did a paint job at Anchorage 2 and host-ed a ship's visit on board."

PO Neil Carleton, one of the ship's party, said: "There were about 30 volunteers, but we could only bring 12 as we couldn't get them all in. We always get quite a lot of volunteers for this sort of







 Volunteers from HMS Cumberland had plenty of willing assistants when they decorated the Anchorage shelter.

<u> Helping Hands</u>



Iron Duke pays up

A CHEQUE for £3,000 has been passed on to the St Mary's Hospital New Born Intensive Care Baby Unit in Portsmouth by the ship's company of HMS Iron

The money was raised during the Type 23 frigate's six-month deployment to Sierra Leone and the South Atlantic, where the levels of poverty and the conditions in which children were being raised spurred the ship's company

on to greater fund-raising efforts.

Events including horse racing, bat racing, a raffle and a sponsored no-smoking campaign are expected to have raised a grand total of £3,300, and it is hoped the money will be used towards the purchase of an incubator.

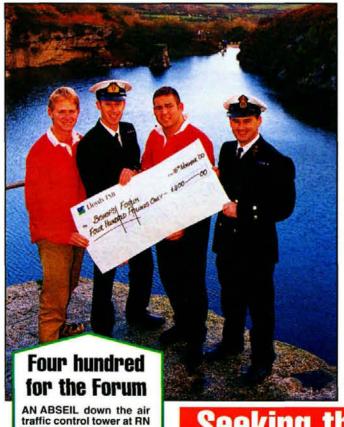
Argonaut cash

ACTIVITIES by the ship's company of HMS Fearless during Exercise Argonaut 2000 raised money for three causes in

Capt Chris Parry, Commanding Officer of the amphibious assault ship, travelled to Scarborough Town Hall to present the cheques, each for £145, to the Mayoress' Community Fund, Scarborough branch of the RNLI, and Woodlands School in the town Woodlands School in the town.

Trek challenge

FUNDRAISERS who fancy an arduous five-day trek along the Yellow River in Inner Mongolia in aid of the National Autistic Society in September should contact Melanie Jaques on 020 7903 3522 or e-mail mjaques@nas.org.uk for details and an application



There is also the chance for rela-tives to obtain a memento of a last resting place of a family member. Seeking

PEOPLE with a head for heights may wish to consider helping the Anthony Nolan Bone Marrow Trust by taking the direct route down from a crane or monument

in Scotland.

Kevin Baker, of the Trident Club at HMS Neptune, is organis-

ing two charity abseils.

The first, on April 21, is a 160ft free abseil from the Finnieston Crane in Glasgow, and the second, on May 19, will be a 220ft descent of the Wallace Monument.

Money raised will go towards research into leukaemia and helping fight the disease.

To make a donation, or for fur-

THREE Royal Navy cyclists

are planning a sponsored trip

around the cemeteries and

memorials of the Somme next

month to raise funds for the

Royal British Legion and

Combat Stress, and to com-

memorate the 125,000 dead of

World War I who are buried

Lt Cdr Clive Rawson, Lt Chris Canning and PO Michael Weston, all of HMS Seahawk, are making

the ten-day trip in their own time

and hope to raise £3,000 for the

Poppy Appeal.

ther details, contact Kevin or John Anderson at the Trident Club, HM Naval Base Clyde, Helensburgh G84 8HL, tel 07779 000718 (mil 93255 3533).

Further details on the work of the Trust, and how to become a bone marrow donor, call 0901 882 2234 or see the website at www.anthonynolan. org.uk

honoured

bring comfort to those who have never seen their loved one's grave

War dead

or memorial," said Lt Cdr Rawson.
"We are offering relatives of
those buried in 150 those buried in 150 Commonwealth War Grave cemeteries or commemorated in the Somme the opportunity to receive a photo of their resting place." For a donation of £15 the

cyclists will provide a 5.75 x 4in photo, including all production costs and postage.

The offer is limited to the first

150 applicants. For further details, or for spon-

rol tulture details, of foll spoll-sorship enquiries, contact Lt Cdr Rawson on 01736 763002 (evenings) or visit the website at www.helston.net/cyclesomme

Run for KIDS

A RATING at HMS Collingwood is running the London Marathon this month in aid of KIDS charity, the Fareham organisation which helped his four-year-old son overcome speech difficulties.

WEA Richard McKinstray has already received pledges of several hundred pounds, including one of £350 from the establishment's rugby club, but further donations are welcome via Marie Loney, Collingwood's public relations officer, on 01329 332312.

TWO helicopters, their crew and support personnel from 819 Naval Squadron have returned to HMS Gannet after their global deployment with RFA Fort Victoria – and brought with them a cheque for £960, raised at vari-ous events, to the Ayr-based Malcolm Sargent Trust, which helps provide respite care for children with cancer.

SENIOR rates from HMS Collingwood have donated a digital camera to Shaw Trust, Harbour Enterprises, a centre providing support to people with mental health problems.

THE CULDROSE Air Day fund has yielded £5,000 for King George's Fund for Sailors, and Commodore Chris Waite, the Commanding Officer of the air station, handed over the cheque to a former Culdrose officer - Capt Donald Morison, KGFS chairman.

CAMEL races and mess fines during last year's Gulf deploy-ment contributed to a total of £800 raised by HMS Monmouth for the Diabetes Clinic at Derriford Hospital, Plymouth.

The clinic is of particular sig-nificance to CPO Geoff Roberts, whose 15-year-old son Ciaran needs daily insulin injections to control the condition.

THE BAND of HM Royal Marines Portsmouth is performing at the Freemasons' Hall, Covent Garden, on April 5 in aid of King George's Fund for Sailors. Tickets cost £17, and are available from KGFS on 020 7932 0000.

A 24-HOUR snooker marathon at HMS Nelson by POSTD Richie Farman and OM Dusty Rhodes has raised £684 for Comic Relief. The pair managed 47 frames.



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air station Culdrose raised £400 towards a

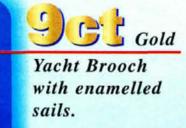
boat for the Bishop's Forum, which runs out-door pursuit centres for disadvantaged children.

Culdrose Survival
Officer S/Lt Tony Dunn
(second left) and officer
candidate CPO Doug
Davie presented the
cheque to instructors
Matt Sharp and Mike

Kevern at the Forum's

Goodygrane centre at

Halvasso.



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NAVY NEWS, APRIL 2001 www.navynews.co.uk

The last remaining survivor of the sinking of HMS Hood recalls the events of 60 years ago

Seconds from death — and 60 years to reflect

TED Briggs gulped down oily water deep in the icy seas of the Denmark Strait, he didn't feel very lucky.

The young signalman had liter-ally stepped from the bridge of the legendary battle cruiser HMS Hood as she rolled and sank, riven by explosions and fires started by shells from the German battleship Bismarck.

At first sucked down by the dying ship, Ted still recalls his struggle for life, and the realisation that he would not survive - only to be forced up through the oil-slick on the surface in time to see the last moments of the warship which first weaved its magic on him in the summer of 1935 when he had gazed in awe at Hood as she lay off

a Yorkshire town.
"I was 12 years old when I saw her – that still sticks in my mind," said Ted, now a charming, thought-ful man who looks younger than his 78 years.

"I wasn't really looking to join the Navy before that, but I saw this ship at Redcar beach and I was quite impressed." Indeed, Ted's luck began almost

as soon as he joined the Royal Navy, spurred into the service by his attraction to the ship.

He trained at Ganges, and his first draft fulfilled his dreams by sending him to join the Hood at Scapa Flow.

Sharing a capital ship with 1,420 others came as a shock initially, but by May 24, 1941, when Hood was was steaming north in com pany with HMS Prince of Wales, in



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TED BRIGGS talks exclusively to MIKE GRAY.

> lines, the Bismarck was at first ignored.
> "Gunnery in the Hood was

> good, but not as good as Bismarck," said Ted.

were firing at the wrong ship and

we changed over.
"At that distance you could only

"We fired about six salvoes before Bismarck answered - we took her by surprise. She had no

idea there were heavy units in the vicinity, because of radio silence.

caused a fuel leakage, but it wasn't

first salvo fell short - you could see the splashes. The

next went over and you could hear the roar like a

"The third hit the base of the

mainmast, causing a fire in the 4in

ready use ammunition lockers.

"The Captain said leave it until

the ammunition has been expend-

ed, and clear the boat-deck of personnel. That was when Bob (AB

Bob Tilburn, of the 4in gun crews on

thousand express trains.

"We had hit her with one which

"When she did reply, her

see the superstructures.

all that serious.

"We fired a couple of salvoes at what we thought was the Bismarck before the Prince of Wales said we

German ships Bismarck and Prinz Eugen, Ted felt at home, and in no immediate danger.

"There was no sense of anything being wrong with the ship on that day," said Ted.

day," said Ted.
"We knew two powerful ships were coming, but there was no sense that we were going to get sunk, or pounded, or anything like

The two German raiders, aiming to break out into the Atlantic to wreak havoc on convoys, were being shadowed by the cruisers Norfolk and Suffolk, which guided the British capital ships to their fateful rendezvous.

Hood and the Prince of Wales had steamed to the area at 29 knots, leaving their destroyer escort some 50 miles in their wake as the smaller ships struggled through heavy seas.

As Ted worked as the Flag Lieutenant's runner on the com-pass platform, from where the admiral's staff directed the action, he was privy to the thoughts and plans of Admiral Holland and Captain Kerr, who wanted the two

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heavy ships to concentrate their fire on the Bismarck while Norfolk and

> the boat deck) saw what was going on - there was sheer carnage. the Prinz Eugen. The "In the next salvo one shell took destroyers away the spotting top, but didn't explode.
> "An officer fell on to the bridge join the action as wing – the only way we could tell he was an officer was by the rings on his sleeve. He had no face left, and no soon as possi-ble, firhands. That shook up Bill Dundas (action midshipman of the watch). ing torpedoes. B u t

"The fifth salvo hit us as we were coming in, bows on, to close the range to 12 miles as quickly as pos-

"There was no explosion that I could hear. We were thrown off our feet and I saw a gigantic sheet of flame which shot round the compass platform.

"The ship started listing to star-board, about 10-12 degrees, then it started to right itself.

"The Quartermaster reported that the steering gear had gone, and we were to go to emergency conning, but as we did the ship started going to port, and it kept

going.
"It got to 30-40 degrees and we realised the ship wasn't coming

"There was no panic it's uncanny, but every-thing seemed to be in slow

"We tried to get out of the starboard door. The Gunnery Officer was just in front of me, and the Navigating Officer stood to one side to let me go

through.
"I had got half-way down the ladder to the admiral's bridge when we were level with the water. We were just dragged under.
"I do not know how long it was,

but I got to the stage where I just couldn't hold my breath any more. "It sounds silly but there was a

cartoon of Tom and Jerry where Tom is drowning, and he had a blissful smile on his face. I was just like that - a calm accep-tance - and then suddenly I shot to the surface. "I came up on the port

side, even though I had gone out of the starboard door - I don't know how I got there - and I was roughly 50 yards away from the

ship. ship was standing on end from B-turret up -that was the most terrifying sight you

could see.
"I swam
away as fast as I could, so that I wouldn't get sucked down again, and when I looked back the ship had gone, but the oil on the water had caught fire.

"I panicked and swam away again, but when I looked back

again the fire was out."
Ted clambered on to one of the 3ft square rafts that floated in the wreckage-strewn oily water, and spotted Midshipman Bill Dundas, from the compass platform, and AB Bob Tilburn, who had survived the carnage among the 4in gun crews on the boat deck.

Both had scrambled on to rafts, which meant that there were just three survivors of the sinking which claimed the lives of 1,418 sailors.

"There wasn't a sign of anyone else - we couldn't see any bodies or anything," said Ted. "I think those below decks

would not have stood a hope in hell, and those on the upper decks were killed or wounded before the ship went. I just couldn't grasp it.
"We could see the Prince of

Wales disappearing, still firing, and when she had gone I could see in the distance the tops of three fun-nels - one of the cruisers, but I did-

Ted Briggs reflects on his escape from the sinking battle cruiser HMS Hood, which he joined in 1939 on completion of training at HMS Ganges (picture left).

n't know which one. And that was it.
"I remember Bill Dundas was singing Roll Out the Barrel, like he was conducting a band – he was just keeping his circulation going, because it was bitter cold."

hey drifted for nearly four hours in the ocean swell until late morning, when Bill Dundas saw the destroyer HMS Electra making her way towards the three survivors. Once on board Electra, the Hood

men were taken down to the mess decks and liberally plied with rum, which had the beneficial effect of making them sick, bringing up some of the oil they had swallowed

They were landed at Reykjavik, and after their initial recovery they went by troopship to Greenock and on by train to London, travelling in some style but not allowed to see or speak to anyone.

In London they were ushered in to see Second Sea Lord Admiral

Picture: LA(PHOT) Flo Foord (2SL)

"The sinking shook the Royal Navy and everybody else rigid. When it came out, everybody just kept saying they just couldn't

"She went down at 6.05am on

After the sinking, the trio were deemed unfit for sea, and Ted went to the RN Signal School, at the RN Barracks in Portsmouth, which was

"I was sent out there to help out but it was more or less 'leave him alone and let him do what he

was an old and bold signal bosun, and he came across me one day and said: 'What are you doing?

and he said: 'You are never going to forget - you are a Naval curio and no one will let you forget

Ted then spent a year at HMS Royal Arthur, a hostilities-only training establishment in a con-verted holiday camp at Skegness, before he was declared fit for sea duties again, and he was back on the water after 18 months ashore.

Again, luck was with Ted, for while he certainly did not have it easy for the remainder of the war and after, he emerged unscathed -

He was at the Sicily landings, Salerno and D-Day with Combined Ops HQ ship HMS Hilary, then with frigate

Whitworth, Admiral Holland's predecessor, who recognised Briggs - "I had knocked him on to his bum coming down from the compass platform of the Hood one dark night," said Ted.

believe it.

May 24, and it was announced, so I understand, on the six o'clock news that night."

in the process of moving to Leydene as HMS Mercury.

wants'," said Ted.
"I used to wander down the broad walks. The chap in charge

"I was bloody lucky, I didn't really get any damage at all," he laughed.

■ Turn to page 17

 HMS Hood, launched in 1918 and the pride of the Royal Navy between the wars, pictured at

The HMS Hood Association website, dedicated to the memory of the men and the ship, is at www.hmshood.com

TO: LT CDR I M P COOMBES RN. ARNO, 70 PORCHESTER Tce. LONDON W2 3TP

Desert poses no problem

A SAILOR who crossed the Sahara on a motorbike for charity overcame giant sand dunes and sand storms, but almost came unstuck at a party.

CPO Simon Newbound, of HMS Talent, took six weeks to complete the trip, losing a stone in weight in the process. He admitted to worries when on his own, particularly in sand storms in the middle of the desert, though his BMW R1150 GS bike did not fail him. There was also time to won-

There was also time to wonder at the beauty of it all.

'The sheer scale of the sand dunes and beauty of them was amazing – the dunes looked so perfect they didn't look real. They were as much as 400 metres high," said Simon.

An invitation to a function at the British Embassy in Rabat posed Simon a wardrobe chal-

lenge.
"The smartest clothes I owned were stolen in Tantan, which left a limited choice,"

"One set – stinking and filthy from over two weeks continuous wear in the desert, and the second – my Manchester United shirt and green combat trousers.'

Simon is raising cash for the children's ward at Derriford Hospital, Plymouth, and Manchester Children's Hospital, and any further donations are welcome using charity account number 10116971 at Barclays Bank (sort code 20-68-10), or send-ing cheques made payable to Sahara Crossing for Kids, c/o CPO (Sonar) Simon Newbound, HMS Talent, Devonport Naval Base, PLymouth PL2 2BG.

Geordies earn stripes is put to the test

HAVING conquered the world, the football team of HMS Newcastle set its sights on a goal closer to home - and came away with the spoils.

The Type 42 destroyer proudly represented her namesake city when she undertook the global deployment Naval Task Group 2000 last year. Her footballers managed to complete the deployment unbeat-

en, and their reward was a new set of Newcastle United kit, courtesy of St James' Park.

The ship's Commanding Officer, Cdr Steve Pearson, has made it a priority to develop his ship's affiliations, and he believes the effort will have spin-offs for both the ship and the city.

The football link goes back to a visit Cdr Pearson made to the North-East to return Salty the globe-trotting bear to Marine Park First School in Whitley Bay. "Bobby Robson was staying in

the same hotel as me, so I went over and introduced myself," said Cdr Pearson.

"I told him that my football team went round the world unde-feated, and laid a challenge to him for a game between a representa-

ALMOST 25 years after the making of the documentary

Sailor, some of the partici-pants are planning a reunion.

A group of radio operators from the old HMS Ark Royal

in 1976-77 are getting togeth-

LRO) who served in the Ark

at the time should contact George (Weekes) Mitchell at

thesparker@thefreeinternet.co.uk or Tom Barr at 8, Grosvenor

Any ROs (T or G, PO or

er to reminisce.

Sailors plan reunion



Newcastle United manager Bobby Robson meets up with sailors from HMS Newcastle.

tive Newcastle United team against the lads from the ship.

The possibility of playing that match is being investigated, but in

Avenue, Lowton, Warrington,

The organisers believe it possible other members of

the ship's company might want to arrange their own reunions to coincide.

ularly keen to hear from a

gravelly-voiced Scottish singer called Rod, believed to

be in the Los Angeles area, who had something to do

with the theme song.

Organisers are also partic-

WA3 2JL, tel 01942 729211.

the meantime the club presented the destroyer's football team with a new Newcastle United strip – both club and ship proudly feature the distinctive black-and-white stripes

wherever possible.

The club also made it possible for the men of HMS Newcastle to take a party from the Percy Hedley School to the United training ground, where they met a number of their heroes, including former England captain Alan Shearer.

"Bobby Robson was there. He's a wonderful man – he spent a lot of time talking to the kids and speak-ing to the sailors," said Cdr Pearson.

"We swapped advice – we sug-gested how he might push for Europe, and he gave us some

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advice on the use of wing-backs in the Royal Navy football competi-

The ship also took the opportunity to present a cheque for £1,000 to the Percy Hedley School, which caters for children with special

The money was part of the total raised by the destroyer during last year's deployment.

Enough money had also been raised by the sailors for a digital

camera, which came in very useful as the children sought out their own particular Geordie stars for pictures and autographs.

Plans have been made for a visit by the ship itself to the Tyne before the end of the year.

TWO ROYAL Navy pilots under training found their leadership experience and first aid training put to the test sooner than they expected.

Lt Philip Richardson and S/Lt Matthew Punch, under training at RAF College Cranwell and taking part in a mountain leadership exercise in the Lake District, were asked to help rescue a climber.

asked to help rescue a climber. A 19-year-old from Halifax on a character-building exercise, Shane Terry, had fallen several hundred feet to a ledge, and the two Navy men, along with RAF colleagues Sqn Ldr Alan Pearson and APO James Taylor, had to clamber down the side of the mountain and climb back up to the stricken man

climb back up to the stricken man.

When they reached him, he was suffering a broken leg, hypothermia and deep shock, so the Servicemen dug a shelter and administered first aid before an PAE carech and recent believes to RAF search and rescue helicopter flew him to hospital.

Lt Richardson said he talked to Shane for more than an hour to keep him awake while awaiting the

arrival of the helicopter.

"After a while I began to run out of things to talk about, so to keep him conscious I resorted to listing every type of ship in the Royal Navy. I think it worked."

Two helicopters from 819 Naval Air Squadron, based at HMS Gannet, took part in a mountain rescue exercise at Glencoe with the Royal Logistics Corps, Glencoe mountain rescue too. Glencoe mountain rescue team and 25 Russians from the civilian EMERCOM disaster relief team.

The helicopters also helped the Russians move about in difficult snow conditions – they were apparently unused to the maritime influence, which can bring waist-deep slush at lower levels and hard snow at height.

Remembering the Hood

■ From page 16

HMS Kingsmill at the Walcheren

landings.
"I was terrified by the action it was something side of it, but it was something entirely different so it didn't really

bring the Hood business back then," said Ted.

"The ships were never hit – a couple of near-misses with bombs, that sort of thing, but nothing

After the war, in another frigate, HMS Brissenden, Ted served on the Palestine patrols, then he spent over two years in the cruiser HMS Ceylon, including the Korean War.

He took his officers' promotion course and rejoined the Ceylon in time for the Suez crisis - but strangely, he never, in more than 30 years, sailed again through the Denmark Strait and over the wreck where so many friends and ship-

mates lay.

Ted finally left the Service in 1973, his last appointment being on a leading rates' leadership course at Whale Island.

"I left as a two-ringer with an MBE as a consolation prize," said

"I look back at my Royal Navy career with pride. I was sorry to leave, but the time had come, because I was in communications and the new technology was get-ting way above my head, so I had

no regrets.
"I had 35 years in, and I was thoroughly satisfied. I still have a

sense of pride in the Navy.
"I get quite sad when I look at the size of the Navy today, but, for example, four of us at the association were invited aboard HMS

Newcastle, and when I looked round on a conducted tour I realised that that ship packed more firepower than Hood and quite a

few others put together.

"So although the Royal Navy has got smaller it's still good, it's still the best."

Ted's fellow survivors are both long gone now, and Ted bears the brunt of the enduring fascination with the loss of a ship which sym-bolised British – and Royal Naval – power and pride between the wars.

ired of his role as a "Naval curio" as each anniversary rolled round, Ted is now more sparing in his interviews – although it is not because they bring everything back into sharp

"Looking back, it's still fresh in my mind – I do get quite emotion-al at times. For example, it takes a al at times. For example, it takes a hell of a lot of getting out, that exaltation that I do every year at Boldre church for the memorial service," he said.

"It still affects me – I fill up. And ten years ago a psychiatrist told me that was natural – I said it was 50 years ago, but he said it was 50

years ago, but he said it was so deep-seated that I will never get

Ted was invited out to the site of the sinking with a Danish ship some years ago, but his doctors blocked it, saying it would do him

His emotions also make it difficult for him to contemplate the prospect of divers going to the wreck, or pictures being beamed back from the sea-bed well over a mile down.

"When the idea was first sug-gested I said 'No, in no way.' She is

The Imperial War Museum is holding a lunch-time recep-

tion on Wednesday, May 23, to mark the 60th anniversary

of the sinking of the Bismark. Guest of honour is Sir

Ludovic Kennedy. Veterans of this action, whether offi-

cers or ratings, who would be interested in attending the

reception should write to Christopher Dowling, Imperial

War Museum, Lambeth Road, London SE1 6HZ.

a war grave and should be treated as such," he said.

But members of the Hood Association were receptive to the

"At an AGM, a friend of long-standing said: 'What is your objec-tion, Ted?' I said she's a war grave and she shouldn't be touched.

"He said if you went into a cemetery and took a photo of your mother's grave, would you regard that as desecration? I can see his point.

"As the association agreed, I went along with it reluctantly, so long as they look, but don't touch. "And if they went down, there is still some doubt about what exactly

happened, so they might get some photographic survey and it could clarify the matter.

"But I still have reservations

about anyone going down there." Ted bears no ill feelings toward those who brought about the destruction of his pride and joy, and he has met Bismarck survivors around 110 were plucked from the sea by the cruiser HMS Dorsetshire after the German battlecruiser was sunk, little more than three days after she had despatched Hood.

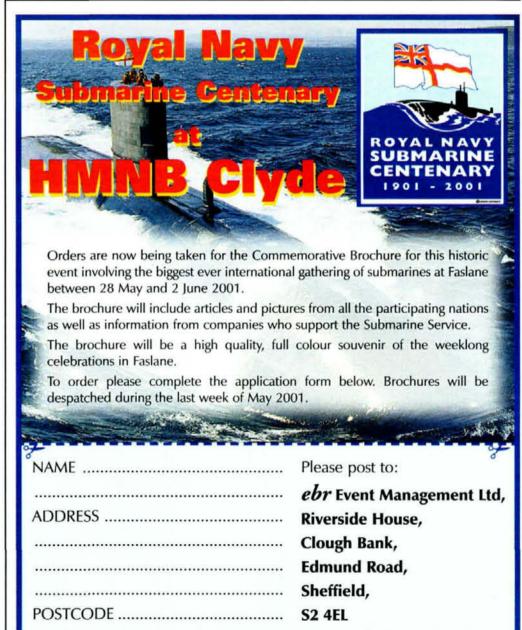
died, many Around 2,100 drowning as the Dorsetshire was forced to leave the scene, a reported sighting of a U-boat causing her commanding officer to make the safety of his ship a priority.

"They were doing their job and we were doing ours," said Ted.

"One of the German survivors, Josef Statz, wrote a book about the Bismarck - he should have come over with a small German contingent to a reunion but he wasn't very well. He actually died about three days later.

"He wrote a dedication in it: To the only living survivor of the Hood from one of the few surviving members of the Bismarck, in the desperate hope that such idiocy never happens

"I think that sums it up."



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packing for UK addresses and £4 post and



Sea Cadets





SOUTHERN EXCHANGE TO SYDNEY

ADETS from Southern and South West Areas travelled to Sydney to take part in an international exchange with others from Singapore, the USA. South Korea and Hong Kong.

the USA, South Korea and Hong Kong.
The UK group led by Lt(SCC) Kevin Milligan, CO of Camberley unit, spent two and a half weeks in both Sydney and Canberra, visiting naval bases including HMAS Watson.

It was here that they visited the bridge simulator used to train officer of the watch students, while the first week was also spent touring ships at the Garden Island Naval

Base and sailing in the harbour.

They took the chance to visit the Blue Mountains, about two hours' drive from Sydney – so called because of the blue haze that rises from the trees.

The day also allowed LC Kirsty Longley to meet up with her great aunt for the first time.

The first weekend saw more sailing, sun bathing and shopping, together with training with the Australian Sea Cadets. On the Sunday the group began a three-day visit to Canberra, staying at the communications base HMAS Harman. Here they visited the Houses of Parliament and the Australian War Memorial before cooling off at the

water theme park Wonderland.

Back in Sydney they were invited to take part in Maritime Commander's Divisions – the first that had been held for 20 years – where they were inspected by Rear Admiral G. Smith.

Divisions also provided a chance for another member of the group to catch up with family, as also on parade was Lt Milligan's brother, a POMEM in the RAN who transferred from the RN four years ago.

• The International Sea Cadet Exchange at HMAS Brisbane, with the UK group at the top of the brow.

TS COVENTRY'S Sian Coles represented the unit at the Children's Society's Christingle celebration at Coventry Cathedral.

She joined hundreds of children from across the country in a procession to light tea lights and raise funds for the Society's work with some of the UK's most vulnerable young people.

Thousands of candles have been lit in churches throughout the Christingle season to represent the 100,000 children who run away from home or care each year.

<u>Sian lights the</u> <u>way for youth</u>





CLEO CARRIED ON

HMS CLEOPATRA Old Shipmates Association has bought the nameboard of the Leander-class frigate at auction –and handed it over to TS Cleopatra for safe-keeping.

The ship was first commissioned in 1966 and was in service with the Royal Navy for 25 years. She was the first of her class to be fitted with the Exocet surface-to-surface missile.

 Cdr E. A. Rowe, president of the HMS Cleopatra Old Shipmates Association, hands the ship's nameboard to the CO of the Harrogate unit, Lt Debbie Williams.





Vengeance collects an express delivery

RAILTRACK PIc have steamed in with £300 so TS Vengeance can buy new uniforms for their junior section. The Stratford and Urmston unit were presented with the cheque during their Ministry of Defence Part 2 Inspection.

● Seen here with the king-size cash bonus are (left to right) Alison Kerry (Railtrack), junior cadets Jermaine Hope, Zeshan Choudhry, Andrew Baxter, Kim Bond, Cara Phillips and Karen Gee (Railtrack).



BRADFORD unit won the Senior Boys section in the Eastern Area Five-a-Side competition held at St Ivo Recreation Centre, St Ives, Huntingdon. Together with the other team winners, they went forward to the National Finals held at Portsmouth as Navy News went to press last month.

Here they receive their trophy from Deputy Area Officer Major Angus Person, RM.

Bradford's best boys



TS Dolphin visitors

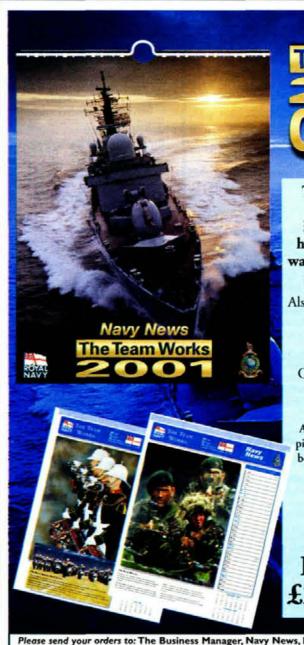


voted top unit

BEST Overall Visiting Unit to Holyhead Sea Cadet Boating Station last year was TS Dolphin.

Lt A. McAvady travelled down to Chatham to meet members of the Keighley unit and accompany them on a week's offshore training on board the Marine Society Vessel TS Earl of Romney.

He is seen presenting the Holyhead Trophy to Lt M.Jones, commanding officer TS Dolphin, while the Earl of Romney was alongside HMS President at Tower Bridge.



Navy News
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Calendar

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NEWSVIEW

Soul survivor

led Briggs' sole claim to fame in the tide of Naval history is that he is the last surviving survivor of HMS Hood's last voyage in pursuit of the Bismarck.

It is not a distinction he has ever much enjoyed – and

these days less and less. For the past 60 years he has been regarded, not so much as a naval hero, but as a

There were just three survivors from the battlecruiser known as the 'Mighty Hood' (the other two are long dead now), for long the pride of the Fleet when she was viewed as the embodiment of British Naval power.

She toured the world to huge acclaim in the 1920s and 30s – and then she was suddenly and spectacularly blown away, along with nearly 1,500 of her ship's compa-

Ted Briggs was just 18 years old when it happened. He emerged unscathed - physically, anyway - from this event, and from the rest of World War II, despite being present in some of its stickier patches, such as the Sicily

landings, Salerno, D-Day and Walcheren.
Thereafter he served in the Palestine patrols, the Korean War and the Suez crisis, got his commission and finally left the Service in 1973 "as a two-ringer with an MBE as a consolation prize", as he modestly assesses his

In all that time, though, he has shouldered the burden of his curious celebrity as a lucky remnant of the Senior Service's most notorious catastrophe with quiet, self-effac-

The trauma that the disaster visited upon him has never left him, though - a psychiatrist told him it never would. And his doctors have since advised him not to accept any invitation to revisit the site of the sinking.

The way he has coped with these problems deserve our respect - and so it may be said his unlooked-for fame is

It has also often been said, and truly, that the personality of all great ships is an amalgam of the individual per-

sonalities of the people who have inhabited them. In which case, Ted Briggs may be seen as as fine a single exemplar of the soul of one of the Navy's bestloved ships as you could hope to find.

Vanishing skills

HE Skillforce initiative to deploy ex-Service instructors to city schools where some youngsters are falling behind with their GCSEs (see page 24) has been a considerable success - and it is now to be

This should not be so surprising. Officers and senior NCOs do not achieve their status without proven skills in leadership, communication and building teamwork and self-esteem - exactly the qualities that their target audience may be lacking.

There was a time, not so long ago, when many teachers in our schools had a Service background. These skills were already inbred in them and so they commanded respect - and even a healthy amount of fear - which showed in the academic results they achieved.

It is no fault of today's teachers that they lack that particular education in leadership. It's a shame, though. And in the years to come Skillforce will find still fewer ex-Service people around to help redress the balance.

SHIPS FROM 19 NATIONS TO MEET IN -

HE BIGGEST festival in Britain this year was launched the Princess Royal, who made an impassioned plea to increase public awareness of the importance of the country's maritime heritage.

patron International Festival of the Sea – also billed as the largest maritime festival in Europe – attended a reception at HMS President, the RNR Head-quarters on the Thames, to outline the programme of the event, to held at Portsmouth Naval

Base on August 24-27. Some 45 warships including those of ten overseas navies will be featured - among them the new American destroyer USS Winston S. Churchill,

Making her first overseas visit.
Said Festival organiser Capt
Malcolm Farrow: "We are honoured and delighted that the USS Winston S. Churchill will be able to take part in this fantastic event – we have ensured that she has a prime location moored alongside Marlborough, enabling as many visitors as possible to see this great ship named after such a great man.

Over 20 giant Tall Ships, and 600 classic and traditional boats from 19 countries will join with over 2,000 entertainers and hundreds of maritime exhibitors at the first of a series of events designed to replace the Royal Tournament which means that the Royal Air Force, the Army and the Royal Marines will be putting on a full show.

There will be a daily "battle" in one of the giant docks, featuring Apache gunships Lynx, Merlin and Sea King helicopters, Harrier jets, Tornados and possibly a Typhoon Eurofighter.

The Red Arrows, Battle of Britain Flight and the Royal Navy Historic Flight will be showing off their own special flying skills.

As part of the new Defence 2001 policy of showing the public how the country is defended, the Services will also be contributing to several specialist areas, including an "Adrenalin Island" where teenagers can try out an assault course, simulators and other hands-on areas.

There is a policy of music at

Britain's <u>biggest</u>

every turn with 2,000 musi-cians to entertain the visitor. Royal Marines and top line popular bands.

More historic scenarios will There will be shanty music, unfold and there will be a return of the popular Georgian Street markets with hundreds traditional music from around

counts for groups travelling by coach.

SYSTEMS

PORTSMOUTH

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The Festival hotline for enquiries and tickets is 08705 50 50 40 - and for groups, 08705 94 94 94.



ROYAL PATRON: The Princess Royal with Chief of the Defence Staff Admiral Sir Michael Boyce at the launch of the International Festival of the Sea at HMS President, the London RNR headquarters

INI DDIE

Praise for fire school

DEFENCE Secretary Geoff Hoon was full of praise for the Royal Navy's state-of-the-art Fire-fighting Training School after a visit to HMS Excellent in Portsmouth.

After meeting the Commanding Officer of HMS Excellent, Commodore Adrian Munns, the Secretary of State saw how the Senior Service ensures that all Naval personnel know how to tackle a blaze on board ship.

The Fire-fighting Training unit at HMS Excellent uses the latest technology to simulate fires in machinery spaces, galley and living accommodation in Royal Navy warships and keeps track of how the students perform using thermal imaging cameras.

The new facility on Whale Island is one of three schools built and maintained by Flagship Fire-fighting Training Ltd under a £180-million 20-year public/private finance initiative.

Flying visit to Jersey

THE Combined Cadet Force at Victoria College, Jersey, was given a first-hand account of life in the Fleet Air Arm during a flying visit by 848 Naval Air Squadron. Many of the 160-strong

Many of the 160-strong cadet force turned out to meet a Sea King flown by Lt Steve Doubleday and they were rewarded with a full briefing on the unit and the helicopter.

The visit by Yeoviltonbased 848 NAS was arranged by CPO(S) Nick Slater, Area Instructor for the Southern Region, and the cadets, led by their Officer-in-Command, Lt Michelle Millard RNR, were given the opportunity of a 20minute flight over the island's coastline.

The all-volunteer CCF at Victoria College includes a 43strong Royal Navy section.

Kayak team aims high

SERVICE kayakers are being sought to go to the Himalayas to brave some of the most remote and powerful rapids in the world.

Exercise Khola Kayak is a four-week adventurous training expedition for up to 18 kayakers in three teams, with supporting personnel and medical staff.

The planned departure date for Nepal is October 20. For details contact the Expedition Leader, Army Major Stuart Williams, on Military number 9491 42698 after April 2.

Information on the expedition can also be found in Joint Service Defence Council Instruction 26/01.

Memorial for WWII warships

A MEMORIAL service for men who lost their lives in HM ships Glorious, Ardent and Acasta in World War II is to be held at Devopport

be held at Devonport.

The ships were lost in action off Norway on June 8, 1940 and the memorial will be held at the church of St Nicholas in HMS Drake on Sunday, June 10.

Former crew, aircrew, survivors and relatives are all welcome. For more details, telephone David Woodcock on 01229 462414.

Glasgow supporting forces in Freetown

MS GLASGOW and RFA Black Rover have had a busy start to their deployment as the Atlantic Patrol Task Group (South).

The ships, which took over from HMS Iron Duke south of Tenerife at the end of February, are required to conduct a variety of missions in Sierra Leone as well as supporting the Falkland Islands.

And the CO of HMS Glasgow, Cdr Alasdair Ireland, said that the vessels had already made their presence felt in West Africa.

He said: "Apart from visiting Freetown, the capital of Sierra Leone, the two ships have so far paid calls to Lagos in Nigeria, Dakar in Senegal and Tema near Accra in Ghana.

"Further port visits in the West African and South Atlantic areas are planned, and we will always remain at notice to assist wherever we are required around the South Atlantic or near West Africa."

While the ships are in Sierra Leone they are under the control of the Joint Task Force Commander, currently Brigadier Jon Riley, based in Freetown.

Operating as the Maritime Component of the Joint Task Force, Glasgow and Black Rover would be able to support a withdrawal should that be necessary, or to provide naval gunfire support if the scenario demanded it.



 HMS GLASGOW springs off RFA Sir Percivale during her first visit to Freetown, Sierra Leone. 34 Field Hospital can be seen on the jetty. The haze in the background of the picture is caused by high humidity and smoke from cooking fires.

Cdr Ireland said: "Thankfully the situation ashore at the moment is stabilising by the day, and although we practice regularly, it looks less likely that we will be called upon to perform either of those tasks."

HMS Glasgow's Lynx helicopter has been busy too, as it is the only UK military helicopter in theatre.

As well as supporting the busy programme of exercises in the area, it has also carried several VIPs including Sierra Leonean Head of State, President Kabbah, and Chief of the Defence Staff, Admiral Sir Michael Boyce, who was visiting the country shortly

after assuming his appointment.

With a Royal Marines Protection Party embarked, HMS Glasgow also has an enhanced capability to conduct boarding operations if required.

The main focus of Glasgow's activities in Freetown so far has been assisting in the training of the Sierra Leone Navy.

Lt Clare Craig, Navigating Officer of HMS Glasgow, has been leading the team charged with developing their expertise in every area. She said: "It is rewarding to be involved in such an important task. Our help is making a real difference to Sierra Leone's small navy, and everyone involved is

gaining a real sense of achieve ment."

In addition to helping to rebuild the Navy, Glasgow's sailors have found time to assist in a project at the Wilberforce Hospital in Freetown.

On most days that the ship is alongside a working party spends time in the intense heat trying to create a new children's ward in the hospital. The current facilities are limited and overcrowded, and with the sailors' help conditions are improving day by day.

Arranging rest and recreation is not easy in war-torn Freetown, but with the help of the British High Commission a certain amount has been set up.

Groups have managed to participate in organised activities by day and in the evenings alongside.

And both ships have been able to anchor off one of the remote, idyllic beaches some distance outside the capital to allow limited groups to enjoy a few hours ashore.

Other popular options have included escorted tours of the safe, rebel-free areas of the countryside.

During one of these tours members of HMS Glasgow's ship's company met up with old friends from the Second Battalion, Royal Gurkha Rifles, who are engaged in training the Sierra Leone Army.

The last time the two units met up was when both were involved in the operations in East Timor in autumn 1999!

Submarine crew visits Rugby

THIRTY men from HMS Tireless were given a warm welcome by the people of Rugby during a five-day visit to the submarine's affiliated town.

Tireless has been affiliated to Rugby since 1985 and the town is also the home of GEC Alstom, the company which makes turbines for the submarine fleet.

During the visit they called at local schools, manned a recruiting trailer and helped out at Rugby's Sea Cadet unit, TS Tireless, where a cheque for £500 was presented by Capt Ian Thorpe of the Fleet Air Arm Officers Association.

The crew also helped to tidy up the gardens at Admiral's Court Respite Centre and several other sailors raised cash for the Myton Hospice Appeal through a 24hour sponsored cycle.

On the Sunday the crew, accompanied by the Corps of Drums from the Royal Marines Band at CTC Lympstone, marched from the town centre to a church service and in the afternoon they enjoyed an exciting rugby match at Rugby School where William Webb Ellis first picked up the ball and ran with it.

Despite a spirited effort the submariners lost the inaugural match but they are looking forward to a chance to level the score.

A reception was hosted by the borough and Tireless responded with a cocktail party at Rugby School to say a big thank you for their warm welcome.

After the visit, Tireless's Lt Nicholas Stratton said: "This extremely successful visit helped strengthen our ties with the town as well as promoting the Royal Navy."

Brecon reverts to minehunting role

NORTHERN IRELAND Patrol Vessel HMS Brecon reverted to her former role as a minehunter when she received a distress call from a trawler near Carlingford Lough.

The fishing vessel had hauled up a World War II mine from the sea bed and it needed to be shepherded into shallow water by Brecon and two lifeboats so that the mine could be marked and dropped.

Clearance divers from the Northern Diving Group were alerted and the team and their equipment were airlifted out to Brecon in a Sea King helicopter from 819 Naval Air Squadron.

While diving on the mine was taking place, Brecon kept fishing vessels clear of the area and the 50-year-old weapon was detonated later in the evening.

The Royal Navy operation was captured by an Army film crew in a Royal Air Force Wessex helicopter and the footage was shown on BBC television news the same evening.

The Commanding Officer of HMS Brecon, Lt Tony Rackham, said: "It has been an unusual day with the ship undertaking mine clearance duties again but we do have many roles in Northern Ireland

"With all the different forces and agencies involved it has been a big communications exercise for the ship but fortunately we are reasonably well-equipped for this."

Kent rating sentenced

A RATING who broke into the armoury of HMS Kent and ran amok with a pistol has been sentenced to nine months in a young offenders institution.

David Hogg (19) of Acton Road, Wrexham, said he was distraught after his girlfriend ended their relationship by text message.

Chatham calls at Hamburg

AFTER a demanding start to the year the ship's company of HMS Chatham had the chance to visit Hamburg for a five-day run ashore.

A dawn transit up the Elbe River brought the frigate to Hamburg's Uberseebrucke jetty where crowds of people, TV cameras and radio journalists were awaiting her arrival.

An official reception was held on the flight deck and the following day the Hamburg Senate invited a large group of all

Visits to the EADS Airbus assembly works, Blohm and Voss F124 Frigate builders, the Rickmers Museum Ship and Hamburg City Bus Tours proved very popular and the ship's rugby football and volleyball teams were all competed against

The ship's company also had time to relax and get to know the city and its other famous 'sightseeing' attractions and thousands of visitors came on board to look around the ship. The success of the visit bodes well for HMS Sutherland, which is due to visit Hamburg at the end of May.

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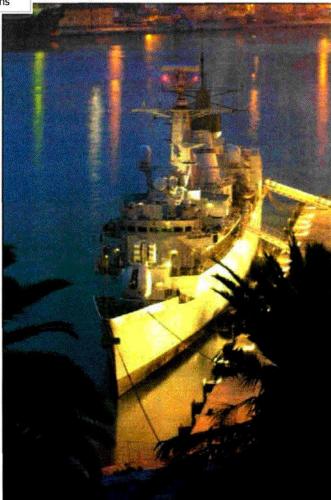
The successful candidate will be qualified to HND/HNC level or equivalent in an electrical discipline. Served a recognised apprenticeship and ideally have at least five years managerial experience in the ship repair industry, with specific knowledge of electrical and enhancement installation on MCMV's, Type 23's and RFA's.

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Recruitment
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East Office Block
HM Naval Base
Portsmouth
023 9272 3306







HMS Cumberland in Malta on her passage home to the UK.

Memories stirred as frigate returns

49 years and four months.
"I loved this trip, but then I love this job anyway," he said.
"There is no finer job than

being the MEO of a ship. "Mechanically, these are

good ships, and I've got a good team behind me - my charge chief is a super chap,

and all the team around me

tors during her deployment, including Prince Michael of Kent, the First Sea Lord, Admiral Sir Nigel Essenhigh, and two journalists from

newspapers in the West Country and Barrow, in

Cumbria

make my life easy."
The ship hosted several visi-

EMORIES were to the fore as Cumberland returned to Devonport.

The sights, sounds and smells of Mumbai would still be fresh in the mind, helped along by the souvenirs picked up in the markets and tourist

But for some the memories flew back decades rather than just weeks - certainly in the case of the Commanding

case of the Commanding
Officer, Capt David Cooke.
On the way home, his ship
called in at Malta, where he
was born in the 50s while his
father was serving there.
And his father, Admiral Tony
Cooke, was in Valetta to greet
his son, and to join the frigate
for her passage to Gibraltar.
The family link goes even
further back, with Capt
Cooke's grandfather, also an

Cooke's grandfather, also an admiral, having been Senior Engineer at the dockyard before he spent ten years of his retirement on the island.

Indeed, Capt Cooke's command of Cumberland - his father served in the frigate's predecessor after the war means the Cooke family can claim to have commanded a Royal Navy vessel in every decade for the past half-centu-ry; Admiral Cooke was in charge of HMS Brighton in the 1960s and HMS Galatea in the 70s, while his son has driven HMS Onslaught in the 80s, HMS Torbay in the 90s and now Cumberland in the first

decade of the new millennium.
"This is the first time since 1977 that I have been in Malta, which is why I dragged my old man out," said Capt Cooke.

The ship has visited 18 ports in 11 countries over the past six months, steaming more than 32,000 miles.

The homecoming also brings the curtain down on the sea-going career of the ship's Mechanical Engineer Officer, Lt Cdr Steve Ryder, who believes he held the dubious honour of being the oldest sea-going MEO in the Navy at 49 years

Ratings from Cumberland greet fellow sailors from far-flung navies at the fleet review headquarters, by the symbolic Bridge of

UMBAI thrives on contrasts. It boasts of

more millionaires than Manhattan, but also admits to the largest slum in Asia.

The Bollywood film industry brings glamour to a city where millions have no other home than

crumbling pavements.
Visitors stepping out of the magnificent Taj Mahal Hotel must pick their way past battle-scarred dogs and tiny, fragile mothers begging for money for their

tiny, fragile children.

But Mumbai confounds on a deeper level, too, leaving visitors emotionally exhausted yet uplifted, and challenging their perspective on life.

Into this maelstrom of some 16 million people, sailed more 80

million people sailed more 80 warships of more than 20 navies, from the UK to Australia.

The occasion was the Indian International Fleet Review, celebrating the founding of the Republic of India, but for thou-sands of sailors it represented much more than just pageantry.

For the Devonport-based Type 22 frigate, Mumbai – the name by which Bombay is now known -represented the last official duty of a six-month Gulf deployment, and at first not everyone on board regarded the city as having poten-tial for a good run ashore.

For a start, Cumberland was at anchor some four miles or so from the jetties, and was served by an erratic schedule of liberty boats.

There was also an exhaustive programme of rehearsals and drill for the set-piece events – the review itself and a parade through the city the following morning.

"This is different - not many people have been to Mumbai before, and not many of them have been to a fleet review," said the Commanding Officer of the frigate, Capt David Cooke. "They are working hard – peo-ple were shaken at 2.15 this morn-

Building

ing to do the rehearsal, but they
will get a bit out of it as well, I
hope. It is a unique opportunity.

The Gulf deployment is a routine one now for Royal Navy

ships, but occasionally we can go further afield, and on this deploy-ment undoubtedly the highlight for us is the opportunity to come to Mumbai and participate in the Indian Fleet Review. "We are delighted to be here, and you only have to look out of

the window to see the strong repre-sentation from around the world. One thing we are looking forward to is meeting our fellow mariners." The importance placed upon

the meeting of minds in India was reflected in the presence of the First Sea Lord, Admiral Sir Nigel Essenhigh, who battled and finally overcame a nasty bout of 'flu.

The review was shrouded by haze, preventing observers ashore from seeing the full spectacle.

Nevertheless, everything had to be just so on board Cumberland for Lt Mike Dineen, the ship's

for Lt Mike Dineen, the ship's Gunnery Officer, also responsible for ceremonial training.

"If it all goes right, the Captain gets the accolades. If it goes wrong, I get the blame," he said.

CPO Alan Tonge and PO Harry Harrison, prowling the decks, ensured Captain Cooke would get his accolades – "They are the experts on board, especially the Chief," said Lt Dineen.

"In eight years in the Navy I've never done a man and cheer ship

never done a man and cheer ship it's becoming increasingly rare." Mercifully the 150 or so mem-

bers of the ship's company on show were facing away from the fierce sun as the President's barge weaved through the fleet, but there were still those on the exposed fo'c'sle who had almost two hours to endure before they could relax, winning their own accolades from CPO Tonge: "They have done the job today to a good standard," he said. The same attention to detail

was apparent on the bridge, as the

was apparent on the ortige, as the engines were nudged ahead or astern to keep the ship precisely in line, using the anchor as a pivot.

As the President approached in a Sukaya-class patrol vessel, the men and women of Cumberland acknowledged the VIP with the families and their continuous control of their continuous control of their continuous control or control of their control of their control or contr familiar circular wave of their caps - one of the many Naval procedures which the review

Reports: MIKE GRAY Pictures: PO(PHOT) BERNIE **PETTERSEN**

throughout the world.

HMS Cumberland plays her part in n

The Gateway of India formed a suitably stirring backdrop to a Beat Retreat ceremony which featured a wide range of musical styles, from the Bangladesh Navy to the US Seventh Fleet Band, but it was the bagpipes and horns of the French Bagad delann Bihoue, with a Breton flavour, which stole the show and had the invited guests tapping their feet.

Then the ordinary citizens of Mumbai had their chance to join in, when more than 30 contingents from all the participating navies took part in a parade along the spruced-up Marine Drive, accom-panied by 16 marching bands.

hen Cumberland arrived off Mumbai, hen the British tended to go ashore for shopping, sightseeing or entertainment in civilian clothes.

But as the week wore on, it

became apparent that other sailors were reaping the benefit of their "whites", as Mumbai welcomed them with open arms.

By the time the ship drew alongside the South African supply ship Drakensberg, guided in by Executive Officer Lt Cdr Mark

from the jetty, there was a dis-tinctly more favourable view of the delights of Mumbai.

Stuttard as Capt Cooke watched

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OM Hadyn Andrews was one of four sailors who were whisked off by Naval photographer PO Bernie Pettersen for some local colour shots on the streets of the city, attracting curiosity, smiles and welcomes from the citizens.

"This is my first time in Mumbai, and I think it's quite nice, but very third world, and it makes you feel like a different person," he said.

"We are obviously far better off than them, but there is no sense of threat. It feels quite weird."

Many naval visitors to Mumbai commented on the safety aspect – whatever the time of day or night, however deep you burrowed into the alleyways and side-streets of Mumbai, past ramshackle busi-nesses and dilapidated Victorian piles, there was never a sense of danger or resentment. Even the beggars were unfailingly polite, though often insistent.

Other nations were just as touched by the gentleness of this vast country, and did their best to reciprocate.

SAS Drakensberg had diverted



 The sun sets over the landmar as the crowds disperse after wat Beat Retreat display in front of th



aval spectacular

10 tons of emergency supplies Durban which were passed on telp ease the plight of victims the Gujurat earthquake. Other ceremonies and chance

tings served to emphasise the that bind the navies of the ld - and the influence that the al Navy has had in the develent of those navies

with Cumberland outboard of kensberg, and two more ships he Singaporean amphibious o RSS Endurance and the anese training ship Amagiri n on just along the jetty, four ours ceremonies took place in a few yards of each other, he four varied only in points etail and in language – and all a slightly different idea of n sunset actually occurred.

one man in Endurance would been particularly pleased to Cumberland - MID Richie okbank did his initial sea ning in the frigate when she loyed to the Gulf last tember, and soon after went a two-month Young Officer nange with the Singaporeans, at the rest-rooms of the Taj nal Hotel, two Japanese sailors e accosted by an American nterpart, and smiles and handeasily overcame the lange barrier - a familiar scene all

to get further afield.
Two parties made the long trip
to the Taj Mahal and Agra, tours

to the Taj Mahal and Agra, Tours laid on by the Indians, others went to the tri-Service National Defence Academy at Pune.

YO Gary Manning, who has already had ten years in the Navy as a rating, was particularly impressed by the elephant they saw standing patiently by the side of the road less than an hour's drive from Mumbai.

There is no doubt that the

There is no doubt that the ship's company of HMS Cumberland did themselves proud, and have left a good impression of the Royal Navy.

But they probably gained far more than they could ever give, a fact appreciated by LMEM Sticky Stamp, who was on the work party at the Anchorage children's shel-

"My first impression was that I was shocked, actually," he said.
"I have never seen anything like this. I expected it to be bad, but not this bad. But they are all so harmy, which surprised me.

happy, which surprised me.

"This is a very good aspect of the Navy; I think the lads appreciate getting the chance to come and help people like this.

"It gives them a different perspective."

"People moan about conditions at work and life back home, but they should see this - and yet none of these people complain.
I'm just trying to take it all in ..."



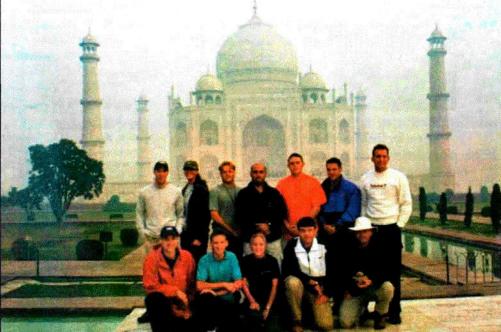




After almost two hours waiting in the hot sun, the ship's company of HMS Cumberland mans and cheers ship during the International Fleet Review in Mumbai Harbour (top), as the President of India sails past in an Indian Navy patrol vessel (above).



 Local colour: from left, OC James Atkins, OC John Hesketh, OM Craig Blackburn and OC lain Vowles return to HMS Cumberland with new suits after a shopping session in Mumbai.



• The adventurous training party from HMS Cumberland pauses at the Taj Mahal on their way south to meet the ship at Mumbai.

Trekkers take in the sites

A DOZEN sailors decided to take a more scenic route to Mumbai than that afforded by their ship as she ploughed across the Indian Ocean.

The party - two officers, two senior rates and eight junior rates – flew from Abu Dhabi to Delhi to undertake Exercise Tikka Masala, an adventurous training expedition which would take them to some of India's most famous tourist sites, as well as off the beaten track.

Using minibuses, trains, flights and the occa-sional elephant, the team saw Agra, Jaipur, Rajastan, Jodhpur, Udaipur and Aurangabad, fitting in a two-day tiger safari, before they rejoined their ship in Mumbai, having used one week of

training allowance and the rest as annual leave. "I think this was a trip that was organised pre-dominantly for people who do not normally get the opportunity," said S/Lt Phil Rowe, who was

one of the officers.

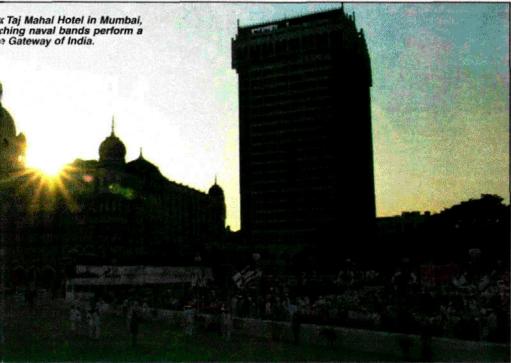
"Adventure training in the Navy tends to be for diving and that sort of thing, so to come on a trip like this was out of this world.

"It was planned as a cultural and spiritual trip through India – which it was – and we got a real feeling for the country, which you don't really get in Mumbai."

For 22-year-old OM Mark Kee, it was another experience he has managed to pack into his six

"I've done so much since I joined it's unbeliev-able," he said. "I didn't think it would be this different - I was a landscape gardener on the Wirral

15 months ago, so I've no regrets about joining." Although there were grants from the RN Sports Lottery and money from the ship, the participants, none of whom had undertaken such an expedition before, paid several hundred pounds out of their own pockets.





Education

Navy News advertising feature



Flooding leads to the 'rebirth' of Mayville

AFTER the appalling flooding of September last year, which resulted in considerable destruction at Mayville High School in Southsea, the school sees 2001 as the year of its rebirth.

Well known for the quality of education provided in small classes, where the individual's needs are paramount, Mayville's new accommodation

will reflect this level of excel-

Whilst the total rebuilding will take some time, September 2001 will see the opening of the new Pre-prep Department, shortly followed by the new School Hall.

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Portsmouth High School pupils try the Home Front Experience.

glimpse of times gone by

'THE HOME Front Experience' at the D-Day Museum provided the pupils of Portsmouth High School with a real-life opportunity to experi-ence the Second World War first hand - particularly the evacuation of young children known then as 'Operation Pied

They dressed up in clothes that children of their age would have worn and set off clutching their teddies and home-made gas masks.

The Year 6 pupils learnt about food rationing, defused a bomb and sat in an Andersen Shelter. They also saw a video about the

war, and actually heard the air-raid siren that would have been used in factories in Portsmouth.

Laura Gill said: "It was really interesting and fun because we actually got to do things. It made me feel that I had actually been evacuated.

Spokeswoman for the D-Day

Museum Jan Hancock said: "We have been running the Home Front Experience for several years now and we find it very rewarding as the children really do get a sense of what it was like during the war."

For more information call Judy Walker at portsmouth High School on 023 9282 6714.

School maximises strengths

IN THE three years since she was appointed Headmistress at St John's College, Southsea, Mrs Suzanne Bell has led a raft of change and improvement, maximising the school's strengths.

The school has achieved increasingly impressive academic results, pupil numbers have swelled, the integration of girls has gone smoothly and two additional co-educational boarding houses have opened. Every term sees further devel-

opments at this vibrant school.

St John's College is a co-educational day and boarding school for pupils aged 2-18, with particular strengths in pastoral care, sciences, sport, drama and mathematics. Religious education remains at the heart of the core curriculum, enabling pupils to be trained a leaders who will bring about social change and make a difference to the world.

The school has a strong ethos of client care, which Mrs Bell and her team have led at St John's College.

This has given staff the opportunity for improvement and the freedom to respond to pupil and parent suggestions for continuous

TRINITY

Forces deploy in city schools

ARMED FORCES instructors

are being deployed in city schools to help youngsters who are struggling with their GCSEs.

The pilot project, known as 'Skillforce', was launched in September last year when two teams of recently-retired Service instructors started working with 15 and 16-year-olds at six schools in Newcastle and West Norfolk

Six months into the scheme the results are so encouraging that the initiative is to be continued for another two years and extended to Manchester, Bristol, Merseyside, Leicester, London, Great Yar-mouth and the West Midlands.

Teachers at Newcastle and Norfolk have already reported better levels of attendance, with one school showing an attendance improvement in 74 per cent of those taking part, and 90 per cent of parents say they believe the initiative is producing positive over tiative is producing positive out-comes for their children. None of the instructors wear

uniform and there are no weapons or cadet training. The aim of the exercise is to enhance the employability of the youngsters, improve their attitudes and cut down on truancy and juvenile crime.

Children chosen for the pilot programme were deemed unlikely to achieve five passes at GCSE and were allowed to drop a couple of subjects to spend two and a half days a week on Key Skills training, designed to build teamwork, improve communica-tion skills and provide voca-tional qualifications.

Residential work experience, outdoor pursuits and the chance to take part in the Duke of Edinburgh and St John's Ambulance Young LifeSaver award schemes are also included.

MOD spokesman Peter Cross said: "Skillforce provides an excellent opportunity for those with

lent opportunity for those with training and experience who are about to leave the Royal Navy to take on a challenging new career working in schools.
"Selection for the new teams

will take place in May and June with work starting on July 1, 2001. Any one who is interested should contact their RFEA to register their interest and obtain further information.

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<u>Education</u>



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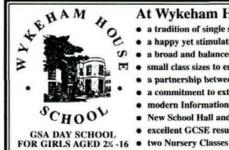
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Association

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memorial appeal

A VETERAN destroyerman whose seven-year dream of erecting a Royal Navy memorial on the beaches of Normandy was clouded by funding problems, is now almost half way to his goal since his campaign was highlighted in our January issue.

Shipmate David Cottrell of Bristol branch, who survived the sinking of HMS Swift off the D-Day beaches, now has £3,200 of the £8,000 he needs to have the memorial erected at Hermanville-sur-Mer.

With a little help from his friends Frank Batterham - a fellow Swift survivor and Newport branch chairman - and D-Day veteran Billy Swift of Portsmouth, David's appeal through Navy News has drawn responses from RNA mem-bers and others from as far afield as New Zealand and Canada.

"Two of the biggest donations of £1,000 each came from Portsmouth City Council and the Association of RN Officers," said David. "And there have been many denations from jedicidusly donations from individuals
– including \$100 from an
HMS Swift widow in Canada.

"But I would like to see more

come in from RNA branches" David and Frank are now discussing arrangements for the erection and unveiling of the memorial with the Mayor of Hermanville, who has already agreed to provide a site as well as maintenance and

a site as well as mannenance and lighting.

But almost £5,000 is still needed, and David is renewing his appeal.

"If there is a surplus it will go to naval charities," said David, "half of it to charities in this country and half to those in Errope." half to those in France.

Donations should be made out to the Normandy Memorial Fund and sent to David Cottrell at 9 Tyndale Court, Chertsey Road, Redland, Bristol BS6 6NF.

50 standards expected for Area's big day

DEDICATION of No 4 Area's new standard at HMS Raleigh is expected to attract more than 500 ship-

mates and guests.
At least 50 standards are expected to be at the event on September 9. It will take the form of a drumhead service. The altar will be made up of drums of the Royal Marines Band Plymouth.

Those planning to attend should contact Shipmate Bill Dent, 40 Essa Road, Saltash, Cornwall PL12

TAKING AS their example the resolute words of Churchill "Give us the tools and we'll finish the job"), RNA members are proving themselves key figures in the restoration of Britain's only World War II destroyer HMS Cavalier.

Here, one of them - Shipmate Ron Simmonds, a member of both Rayleigh and Southend branches on the museum ship.

He and other members at Rayleigh and Southend are helping in the restoration so that the interior of Cavalier will be ready for public access at Chatham Historic Dockyard later this year.

As well as carrying out the work, the veterans have dug deep into their toolboxes to donate tools in all shapes and sizes which, after being used in the ship, will go on public display in the engineering workshop.

Ron, who served in fleet oiler Bulawayo in the 1940s, said: "There is a lot of support in the Naval associations to help Cavalier. I love boats and ships so I regularly go and work

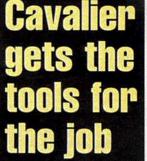
"Bulawayo, too, was an interesting ship. She was originally a German oiler, the Nordmark and was seized by the British at Copenhagen at the end of the war. She was RN-manned and wore the White Ensign, and could refuel at sea several ships at a

Alison Marsh, Curator with Chatham Historic Dockyard Trust, said it was important to preserve Cavalier for future generations, and:

"The donations and efforts made by Ron and his colleagues are key factors in our work.

Cavalier has been at Chatham for almost two years after a campaign to save the ship and bring her south from her Tyneside berth. Built in 1944, she served on Arctic convoy duty near the end of the war, and was decommissioned in 1972.

She will form part of a memorial at the dockyard to the men who lost their lives serving in Britain's 153 wartime destroyers.



displays some of the 180 tools he has donated to make work possible

Around the Branches

Hanworth

Scotland's much-loved bard was honoured fittingly by 120 ship-mates and guests who attended a Burns Night celebration staged by

After the ceremony of Addressing the Haggis, performed by guest Ron Syme, the company took a 'wee dram' as they sampled the haggis and neaps.

Fleetwood

In recognition of his work for the branch, its secretary, Shipmate D. R. Scrivener, was honoured with life membership at the annual general meeting.

Shipmate Scrivener helped to found the branch after 44 years in the Sea Cadet Corps, 28 of them as Commanding Officer of the Fleetwood unit.

Meanwhile, the branch has challenged other branches to a sea-manshipo quiz with questions drawn from Volume 1 of the Seamanship Manual.

Redruth & Camborne

Good food, good music and good company were enjoyed by all

at the branch's annual dinner. Guests included a contingent from RN air station Culdrose, and the Rev Roger Burns and his wife.

BYING IS TO BE

Tribute was paid to standard bearer Shipmate Bob Saxby, who in the course of his duties paraded the branch standard 38 times last year. Sadly missed was the late Shipmate Leslie Rowe.

Mitcham, Morden & Wimbledon

Branch member Shipmate Ian Lightfoot found that World War I submarine ace, Cdr Norman Holbrook VC, is honoured in a big

way Down Under.
During a visit to New South
Wales, Ian called on the town of
Holbrook which is named after the submarine CO.

He discovered that there were plans there to celebrate the cente-nary of the Royal Navy's Submarine Service in June and also plans to build a museum.

Thanks to the help given by Cdr Holbrook's widow, the town already has the upper half of the Australian Oberon-class subma-rine Otway which Mrs Holbrook unveiled in 1977, the year after her

husband's death. Cdr Holbrook's Victoria Cross was the first to be awarded to a submariner and the first Naval VC of World War I

He earned it as a lieutenant in command of HM submarine B11 which sank a Turkish battleship in the Dardanelles in December

Londonderry

When Londonderry Shipmate Jim McClearance took a holiday in Australia he came back with more than a suntan. When he popped his head around the door of Perth branch, Western Australia, he not only got a warm welcome but was presented with a Certificate of Comradeship by Shipmate Ivan

Cardiff

The branch laid up its old stan-dard on March 18 and dedicated the new one at St John's Church. The ceremony was preceded by a march past led by a Royal Marines Band and was followed by a reception at City Hall.

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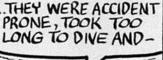
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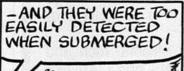
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HOWEVER THEY WERE NOT A SUCCESS









NAVY NEWS, APRIL 2001 www.navynews.co.uk



Drafty: Full Time Reserve Service



Reserves needed in peacetime and war

Control Office in the Naval Drafting Directorate in Centurion Building is responsible for co-ordinating the allocation of RN active service and reservist rating manpower to crisis and war billets.

It also administers all Royal Navy and Royal Marines exregular Rating and Other Rank reservists.

And an increasingly busy aspect of the work is Full Time Reserve Service (FTRS), which is managed by the section, and is the topic for this Drafty's Corner article.

It offers attractive opportunities for those who would like a shortterm commitment on leaving the Regular Service.

The FTRS scheme, equally applicable to officers, enables exregular ratings and other ranks of the Royal Fleet Reserve (Non Commissioned) - RFR(NC) - and members of the Royal Naval Reserve (RNR) and Royal Marines Reserve (RMR) to volun-Marines Reserve (RMR) to volunteer to fill gapped service billets.

It is also possible for Pensioner Reservists of the Recall Reserve

The War Drafting Control Office

THE WAR Drafting Control Office staff, located in Centurion Building (phone BT 023 9270 or Mil 93844) are: WDCO and Registrar of Reserves: Lt Cdr Nigel Parry, 2384 Asst. WDCO/Office Manager: POWWtr Tracey Newell, 2105.

Office Writer: WWtr Becky Nellist, 2485. Reserve Admin RN/RM Pensioners: Pauline Bennett, 2046.

RN/RM RFR (A-K): Jayne Attewell, 2253. RN/RM RFR (L-Z): Gail Brooker, 2199.

RFR Annual Reporting & FTRS: Ron Harley, 2252.

(RR) to apply for FTRS, which would simply require transferring to the RFR(NC). Such transfer would only be permitted if an FTRS job had already been provisionally identified and earmarked for the individual.

The length of a single FTRS commitment (contract) is normally between three months and two years, with a formal agreement drawn up between the Service and the individual.

Reservists may subsequently apply for extensions or further commitments and FTRS preserved pension rights apply retrospectively once an aggregate of two years is completed.

Reservists can apply either in general terms or for a specific bil-let, but FTRS employment will

always depend on a suitable job being available and so cannot be guaranteed.

Basically, the more flexi-ble an applicant is prepared to be, the better the chance

Eligibility is subject to the satisfactory completion of a full service Medical examination, although acceptance in less than Medcat P2 can now exceptionally be approved by Medical Director General

There are three types of FTRS, called Home Commitment (HC), Limited (LC) and Full (FC), deter-mined by whether the defined duties of the job are carried out in the one general location or involve a need for deployment. Each case has to be decided on its merits but all sea jobs, for example, are automatically FC. The HC type definition is nothing to do with where the person's normal

Basic pay rates are as for regular personnel and the same for each FTRS type, but the rate of X-Factor differs, being 0% for HC, 5% for LC and the maximum of 13% for FC.

Entitlement to allowances is generally less than for Active Service and accommodation, for example, will differ between FC, effectively equivalent to active service, and the two other types of FTRS. Full details on the FTRS scheme are available on request.

There are now over 320 Reservist ratings on FTRS, 60% being RNR. Females make up about 20%, with an increasing number being RFR(NC). Any ex-regular female, even though she may have had no reserve liability, should note that she may still volunteer for an RFR(NC) liability - if you're unsure, don't hesitate to

FTRS ratings are employed in a wide variety of shore and sea billets, in particular Communications and Operations support but also General Billet jobs. Interested Junior Rate applicants should par-ticularly note that there are now



"He wants us to order cloned reservists to fill gapped billets!"

vacancies in the area of establishment security.

From the Service point of view, the scheme is helping to provide manpower to Units that may otherwise have to accept gaps.

From the Reservist angle, there is the obvious benefit of defined employment without having to commit themselves for several years, as well as, especially in the case of the RNR, providing opportunities for further training and experience.

Any reservist interested in FTRS should enquire or apply through their Reserve Training Centre if RNR or the Registrar of Reserves section (WDCO) if RFR(NC) or RR.

Situations vacant

CPOAEA(R) for RAF Brampton. A shore billet at Huntington, Cambs, Support to Engineering Authority. Required ASAP for 30

MEM1s. Two sea billets in Portsmouth-based OPVs HMS Alderney, and HMS Anglesey. MEMOC required from August for 21 months.

MEM1 for HMS Shoreham. A sea billet in Portsmouth-based SRMH. MEMOC required from August for 21

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The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves.

For details of RNA membership, please complete the slip below.

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Seamanship skills win civilian accreditation

SAILORS who join the Merchant Marine when they leave the Royal Navy will save hundreds of pounds thanks to a small team at HMS Raleigh's School of Seamanship.

WO Michael Howe, CPO David Cross and CPO Graham Gardiner have won approval from the Maritime and Coastguard Agency for the School to award the Efficient Deck Hand and Able Seaman exam certificate which costs civilians £380 to attain.

The qualification, based on skills taught in the Level II Seamanship Course and their subsequent consolidation in Seamanship Task Book 1, is a mandatory requirement for certain

trades within the Merchant Marine and is an extremely valuable document for those wishing to persue a career in that direction.

Up to 5,000 RN personnel could already be eligible for the civilian qualification in addition to 1,500 who pass through HMS Raleigh

each year. RNTM 14/01 gives full details.

In recognition of the team's achievement, CPO Cross was presented with certificate number one by Commander Training HMS Raleigh, Cdr Jonathan

Final shot fired at HMS Cambridge

ADMIRAL Sir Alan West was given the honour of conducting the final firing of a 20mm close-range weapon at the gunnery school HMS Cambridge.

Commander-in-Chief Fleet (left) was making a final visit to HMS Cambridge before its decommissioning on March 30 after 45 years of service to the Royal Navy.

Training is being transferred from HMS Cambridge to HMS Raleigh at Torpoint, HMS Dryad at Portsmouth and HMS Collingwood at Fareham.

HMS Collingwood at Fareham.

Between April and July the site will be prepared to transfer to Defence Lands but the 'Watchman' radar system, which is essential to the safe operation of Flag Officer Sea Training, will remain at HMS Cambridge for the forecasted future.



www.navynews.co.uk NAVY NEWS, APRIL 2001 29

COPENHAGEN 1801: BREAKING THE DANISH EMBARGO

Nelson's hardest battle rages on

The Battle of Copenhagen on April 2, 1801 was Nelson's hardest-fought battle, in which he actually came close to defeat. It was controversial at the time and remains so to this day. Colin White, Deputy Director of the Royal Naval Museum, explains why:

n 1800 the Baltic was a vital source of trade and maritime supplies for Britain, worth over £3m in the prices of the day. So when in 1801, under the influence of a pro-French Russia, the Baltic states formed themselves into an "Armed Neutrality of the North" and placed an embargo on British ships, the British government felt compelled to take action.

A special fleet was formed at Great Yarmouth on the coast of Norfolk, under the overall command of Admiral Sir Hyde Parker, with Vice Admiral Lord Nelson as his second.

Denmark, with its key strategic osition at the entrance to the Baltic, was seen as the first target of the expedition. However, Parker had been ordered to attempt to negotiate a settlement. So, to start with he remained with his fleet in the Kattegat while the diplomats went to and fro - a pause that gave the Danes the time they needed to strengthen their defences.

The negotiations failed and so the British fleet forced its way into the Sound and arrived off Copenhagen itself. The plan was to threaten the city with bom-bardment, using the special bomb vessels that had accompanied the fleet, thus compelling Denmark

to negotiate.

But by now the Danes had moored a line of warships and blockships across the front of the city and this would have to be removed before any bombardment could take place.

The Danish line, supported by powerful shore forts, looked formidable - but Nelson felt confident he could deal with it and Parker gave him permission to

Nelson had noticed that the Danish line was strongest in the north, where it lay close to the large Trekroner Battery. So he decided to attack instead from the south, knocking out the Danish ships in turn.

He ordered a detailed reconnaissance of the Danish line and the shoals that surrounded it, and went himself in one of the boats to see the situation at first hand. He then gave a dinner for his captains to tell them of his plans and followed this verbal briefing with

very detailed written instructions. The attack began at 9.30a.m. on the morning of April 2, and at once the British encountered problems with the complex shoals. Three out of Nelson's force of 12 battleships went aground and were unable to take their appointed places in the attacking line. Nevertheless, Nelson pressed

on and by 11.30a.m. all the avail-able British ships were engaged, including the frigates under Capt Edward Riou, which gallantly took on the Trekonrer Battery

They encountered a most determined resistance from the Danes and a heavy gunnery duel ensued. At such close range, the casualties were very heavy - both sides lost over 1,000 men killed and wounded. For at least two hours the outcome of the battle hung in a delicate balance and victory could have gone either

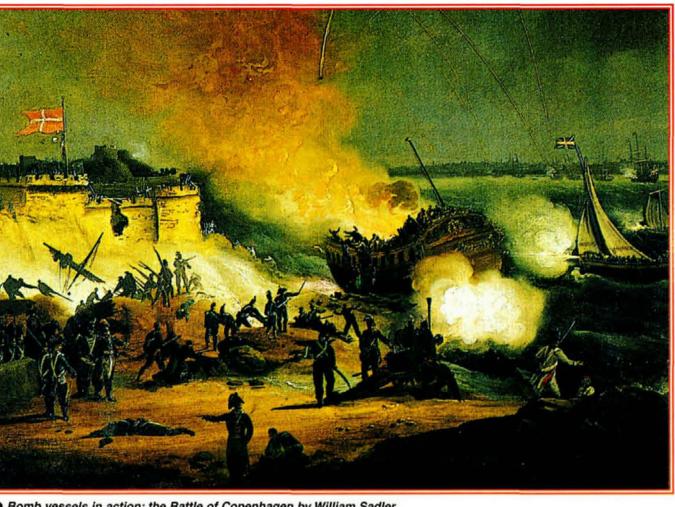
way. Meanwhile Parker was moving in slowly with the rest of the fleet from the north, against contrary winds. He could see that Nelson's force had been reduced and that the Danish fire still appeared unabated, even after nearly two hours of intense fighting. So, at about 1p.m., thinking that Nelson might be forced to break off the action, he hoisted a signal order-

ing him to do so. Nelson, however, could detect that his ships were at last beginning to overwhelm their gallant opponents and so, in a famous theatrical gesture, he put a telescope to his blind eye and claimed that he could not see the signal. He also ordered that his own sig-nal for "Close Action" should remain flying.

Half an hour later, the Danish fire began to slacken and by 2.30p.m. all the ships in the centre of their line had surrendered or withdrawn, leaving a huge gap.

owever, the Danes were still able to reinforce their ships from the shore. As the fresh defenders arrived, they refused to allow the British to take possession of some of the surrendered ships and showed signs of wanting to con-tinue the battle. So both the south and north ends of the line remained in action.

Nelson responded by sending a message ashore under a flag of truce addressed to "The Brothers of Englishmen, the Danes". In it, he said he would be reluctantly force to burn the captured ships if



Bomb vessels in action: the Battle of Copenhagen by William Sadler.

the firing did not cease.

When a reply came back from the Danish Crown Prince questioning his intentions, Nelson declared that his object was humanity, springing from a gen-uine desire to avoid any further unnecessary bloodshed. He urged the Prince to agree to an

The Prince agreed to a formal cease-fire and negotiations began in which Nelson played a prominent role.

Nelson's famous message has attracted much controversy and is still regarded by some Danish historians as a questionable ruse de guerre. But Nelson always insisted that humanity had indeed been his first object. Certainly, his credentials are strong, since he was usually a humane man and famously prayed for "humanity after vi Trafalgar. victory" just before

ut he was also conscious that the defeat of the Danes was but the first step in a much bigger campaign and, during the negotiations, he frankly admitted that he wanted to gain time to move up the Baltic and deal with the Russians, who he saw as the main foe.

In fact, no such extension of the campaign was required, since the pro-French Tsar Paul had been assassinated on March 24 When news of the battle reached Britain, Parker was recalled and Nelson placed in chief command. Without Paul's influence, the Armed Neutrality began to dissolve and by the middle of June British trade in the Baltic was flowing freely once again.

But tension between the British and Danes broke out again in 1807 and another fleet, accompanied by an army sent to Copenhagen. This time the city itself was bombarded, with much damage to property and the loss of many civilian lives.

To this day, many Danes still confuse the two events and believe, wrongly, that Nelson burned their capital city – thus adding further to the controversy that still current the box of the controversy that still current the controversy that the controve that still surrounds the hardestfought of all his great battles.

☐ HMS Cardiff is to represent the Royal Navy at a series of events in Denmark to commemorate the Battle of Copenhagen on its 200th anniversary.

The Portsmouth-based Type 42 destroyer will berth at Copenhagen from March 28 to April 3 where the

ship's company, 45 Royal Marines Bandsmen and Deputy Commander-in-Chief Fleet Vice Admiral Sir Fabian Malbon will take part in a service of remembrance. Before departing for Portsmouth on April 3, HMS Cardiff will join a multi-national flotilla in a steam-past for the Queen of Denmark. A report and pictures will appear in the next

A special conference to mark the anniversary will be held in Portsmouth on Saturday, May 19. Historians from Britain and Denmark will attempt to resolve some of the questions that still surround the battle.

For details, contact Carolyne Heneghan at the Royal Naval Museum on 023 9272 7565. Email: carolyne.heneghan@royalnavalmu-



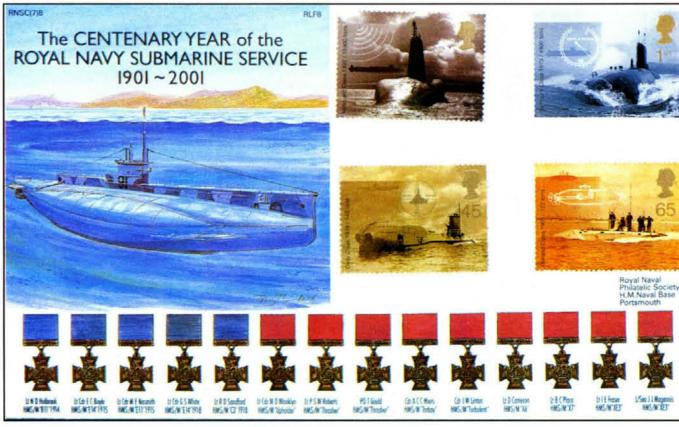
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At Your Leisure





Submariners get double stamp of approval

HE ROYAL Mail pays its own tribute to the RN Submarine Service this month, with a special set of four stamps to mark its centenary issued on April 10.
Mark Thomson, managing director Royal Mail stamps and collectibles, told *Navy News* it was being done in honour of the more than 600 British submarines that have patrolled and protected the waters of the world over the past 100 years – earning 14 Victoria

"Our aim is to celebrate the most significant developments in the history of this unique service, and at the same time capture the immense power, heroism and endurance of submarines," said Mr Thomson.

The four stamps, designed by Dick Davis, are as follows:

2nd Class – Vanguard-class Trident missile submarines, the latest developed class in service.

☐ 1st Class - Swiftsure-class, a typical Cold War period subma-

☐ 45p stamp — U-class, a small but highly-successful World War II design, mainly employed to great effect in the Mediterranean. ☐ 65p stamp — Holland-class, the Royal Navy's first submarine

adopted in 1901. A presentation pack will be available, priced £1.95, and a First

Day Cover and it is planned to issue a further set of submarine-related stamps and a special stamp book in October You can win framed sets of the April 10 issue stamps by enter-

ing our competition (see below).

Meanwhile, the RN Philatelic Society is issuing its own cover to mark the centenary (see above). Each will contain a text sheet by

WIN! – WIN! – WIN! SUBMARINE CENTENARY STAMP COMPETIT



To celebrate the centenary of the Submarine Service the Royal Mail is to issue a superb set of commemorative stamps. Here is your chance to be a proud owner of one of these presentation packs.

Simply answer the question below and post your entry to:-Navy News/Royal Mail Competition, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH to arrive no later than Friday 4th May 2001.

The first 10 entries randomly selected will receive the framed set and 250 runners up will receive the standard Royal Mail issue of stamps. These special issue stamps will be released for sale on 10th April. To

place an order or to get further information phone the Royal Mail customer line on 08457 641641 Question: How many Victoria Crosses have been awarded to

submariners in the last 100 years?

Post Code: Tel No :	

The Editors' decision is final. Employees and relatives of Navy News are ineligible to enter

Cdr Jeff Tall, Director of the RN Museum and four double-sided photocards depicting the 14 RN Submarine Service VCs.

There will be seven categories of this limited edition cover, five of which will be signed. For details contact the RNPS on 023 92 820921. Also ask for details of special covers to mark the bicentenary of the Battle of Copenhagen, 'HMS Jersey Through the Ages' and the International Festival of the Sea.

 An exhibition to mark the centenary of the Submarine Service will open at the Imperial War Museum on April 12. Visitors will be able to experience the life of a submariner in a number of handson models aimed particularly at children who will receive an accompanying activity sheet.

Resurfaced: 'A Damned Un-English Weapon'

ORIGINALLY published in 1970 and long out of print, Edwyn Gray's classic A Damned Un-English Weapon has now been re-issued as British Submarines at War 1914-**1918** (Leo Cooper £19.95).

The book tells how the Submarine Service won its spurs following its introduction in 1901 to the foca of tion in 1901 in the face of opposition from virtually every flag officer in the Fleet. The dedicated enthusiasts who

made up the crews were derided as members of 'The Trade' – but they fought the Edwardian Naval Establishment as fiercely as they were later to fight the enemy and victory was their reward on both

Death and disaster came in many guises in those days - minefields, explosive nets, surface ships, U-boats, shore batteries, Zeppelins as well as human error ever-present equipment fail-

Freshly illustrated, this edition is issued to mark the Submarine Service's centenary. It tells how the first five submarine VCs were won; how RN submarines ruled the Baltic from 1916-18 and wreaked mayhem against Turkish shipping in the land-locked Sea of Marmora; and how the notorious K-class steam-powered boats claimed 135 lives in 12 months without any enemy assistance. .

Battleships comes out on video

CHANNEL 4's epic ser-The Battleships, exploring the rapid evo-lution of firepower and battleship design from Henry VIII's Mary Rose through to the Gulf War, is released on video by Delta as four individual videos priced at £7.99 or as a double video box set containing all four episodes at £15.99.

Alternatively a DVD of the entire series is available with extras of a photogallery and battleship detailed information, priced £19.99.

Home from home,1898

The Captain's cabin in the cruiser HMS Powerful c.1898. In an effort to give it a domestic feel, he has furnished it with a campaign pedestal desk, slip-covered chairs, chintz curtains, potted plants, bookcases, oil paintings and framed photographs.

 From British Campaign Furniture by Nicholas A. Brawer (Abrams £30).







HE FACE OF THE ENEMY

SIERRA Leone has set our Armed Forces some stiff problems lately – notably the spectacular rescue reported in our October 2000 issue of eleven hostages held by the West Side Boys, described as one of the most daring oper-

ations of recent years.

The Royal Marines arrested several members of the notorious WSB faction – renegades high on drugs and alcohol who would fight alongside the Sierra Leone Army one day and the opposition Revolutionary Front the next.

Armed with an assortment of British, American and Russian weapons, they were responsible for some of the appalling injuries inflicted on women and children in Freetown prior to the arrival of British troops.

This picture is taken from Commando – The Illustrated History of Britain's Green Berets (Sutton £25), in which David Reynolds tells the story of one of the UK's elite Special Forces from 1942 to the present day, including conflicts in Cyprus, the Falklands and Northern Iraq.

T IS 100 years since Sir William White retired as Director of Naval Construction. He had held the post for 16 years during which time, David K. Brown suggests in Warship 2000-2001 (Conway £30) he showed himself to be perhaps the greatest warship designer

HMS Renown (1895) may be seen as the definitive White battleship, he writes, her armour marking a great advance over previous

designs.
"Her armour belt was 8in of the new Harvey cemented armour, equivalent to twelve and threequarter inches of compound. The middle deck, level with the top of the belt, was 2in thick but the pro-tective deck was sloped down at the sides, 3in thick, to support the bottom of the belt.

"The great advantage of this arrangement was that any shell penetrating the belt would meet the deck at 45 degrees and almost certainly fail. This arrangement became standard in most navies until the end of the Second World Warrang of the last ships with this War; one of the last ships with this style of protection was the Bismarck, where it was fairly suc-

cessful at close range."
As DNC White was responsible for 43 vattleships, 26 armoured cruisers, 21 first class protected cruisers, 48 second class, 33 third class and 74 other warships.

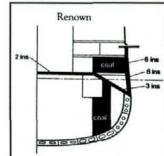
They were, says Brown, "the best ships of the day, a statement which is justified by the frequency with which they were copied, par-ticularly by UK commercial yards building for export."

"One may see the Russo-Japanese war as fought between a Japanese fleet whose major vessels were largely copies of White's fleet and a Russian fleet of French style."

White: the all-time greatest designer?

Warship annual include studies on the last British ironclads; attacks on hospital ships; Australia's Victorian Navy; German Type II submarines at war; and the "Weapon" and Gallant-class destroyers.





Sir William White (1845-1913) and his design for the armour in HMS Renown – an arrangement used in the Royal Navy up to the end of World War I and in World War II by the Bismarck.

ScreenScene

by Bob Baker

Thirteen days that shook the world

CTOBER 1962. In the UK the Tornados were top of the charts with Telstar while in the cinemas Tom Courtenay was a rebellious teenager experiencing Loneliness of the Long Distance Runner.

Meanwhile in Cuba, Soviet technicians were installing nuclear missile bases at various strategic in Washington the military and political

establishment was getting very nervous indeed.

The anxiety became global when news of the situation emerged, and for almost a fortnight the spectre of a third and probably final world war haunted every-

one's thoughts. Thirteen Days tells the story of the crisis from the White House perspective. Though based on a book of transcripts (*The Kennedy Tapes*) the film does the smart thing, entertainment-wise, by placing a fictional character at its centre - a senior presidential aide played by Kevin Kostner (Costner, it will be recalled, also starred in JFK, about the Dallas assassination a year on down the line from the events depicted here).

It's probably not spoiling the plot to disclose that catastrophe was averted and global annihilation postponed. But the tug of war between hawks and doves, with bitter confrontations in smoke-filled rooms, the comings and goings of tight-lipped diplomats, the ultimatums, the last-minute interventions, all make for

In an interesting cast, Bruce Greenwood as JFK was evidently picked for his gravitas rather than for any

resemblance to the late president, but Costner's familiar, reassuring presence ensures that the twists and

turns of the drama always have a human face.

It's probably true that the millions who spent those
13 days distracting themselves by listening to the Tornados or watching Tom Courtenay lose his big race never really felt that an atomic holocaust would be unleashed. And of course they were right. But all the same, it seems to have been a close-run thing.

There's undoubtedly a film to be made – though a pretty depressing one it would be - about the lives of the asylum seekers and/or economic migrants who are piling up in English coastal towns. Last Resort isn't quite it, since the predicament of Tanya and her tenear-old son is primarily the result of being dumped by

her English boyfriend; calculation doesn't enter into it. Nevertheless, Tanya and little Artiom find themselves enmeshed in the complicated bureaucracy of immigration procedures, and are placed in a holding area in the fictional seaside town of Stonehaven (anyone who has paddled at Margate will quickly identify the locations).

Holiday resorts in desolate midwinter are usually like a preview of hell and "Stonehaven", with its aggressive teenagers and seafront porn merchants is down there with the worst of them.

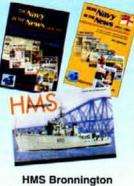
But the picture isn't as bleak as that. Tanya's friendship with Alfie, a scruffy amusement arcade worker, is tender and touching, so there's a happy ending of sorts. It runs for a mere hour-and-a-quarter, offering a lesson in brevity which many a higher-priced project could benefit from.

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Over to You

25th Omani Anniversary Medal: Can anyone help Mick Newby find a replacement medal, which was issued in 1990. Contact Mick at Traden', 51, Thames Haven Road, Corringham, Essex. SS17 7QJ, tel: 01375 361139 or e-mail: mick@traden.co.uk

HMS Centaur 1959-60: Jim Pike would like to beg, borrow or buy a copy of the book of the commission as he has lost his own copy. Contact Jim at 17, Twickenham Rd, Newton Abbot TO12 4JE, tel: 01826 330699 or e-mail: james@jpike17.freeserve.co.uk

RNAS Worthy Down near Winchester: Tony Dowland seeks into about this air station, in FAA use 1939-1959/60, when known initially as HMS Kestrel and latterly as HMS Ariel. There is a lack of info on the immediate post-war years, and Tony wants to hear from anyone with knowledge of the place 1939-1960, or with documents or photos to copy, details of units and and other relevant info. Contact Tony at 7, Meadowland, Kingsworthy, Winchester SO23 TLJ or e-mail: tdowland@compuserve.com
Blue Jackets: L. Young would like to obtain a photo of the RN Biue Jacket Band, Pompey Barracks 1953. Contact him on 0161 428 6590, e-mail: tyoung@cwctv.net HMML 2582: Berry Vissers seeks info on William James Johnson, only survivor of this incident on June 5, 1952. He was saved by a Dutch tisherman. Contact Berry, Bermershof 257, 5403 WV Uden, The Netherlands or e-mail: bvissers@trel.nl
HMS President. CPO M. Weight is researching to write a book to commemorate 100 years of London Division RNR, if you can make a contribution please contact CPO Weight at HMS President, London Division RNR, if you can make a contribution please contact CPO Weight at Http://www.hmsfiji.onweb.cx More details from Ronald Bennett by e-mail: mt.bennett@ronalds-place.tsnet.co.uk
HMS St Brides Bay Association: Alan Mathieson (alan.mathieson@tesco.nef) would like other associations of ships built by Harland and Wolff to know that a local muse-um. Hus Fiji: A website for the HMS Fiji Association has been launched and can be found at http://www.hmsfiji.onweb.cx More details from Ronald Bennett b

HMS HERMES 1920 AND 1959

Did you serve in these ships?

Author Neil McCart is researching a book that will detail the careers of both aircraft carriers and he would like to hear from anyone who can contribute memories, photographs and commission books.

Please contact Neil McCart, 17 Wymans Lane, Swindon Village Cheltenham, Glos GL51 9QA

William McPherson Mathleson: William Mathleson seeks a portrait photograph of his late father, taken around the 1950s. He also has photos of the following and their families that he could possibly exchange: Michael Andrew O'Keefe, Stan Wiseman, Ernest Drabel, Ralph Warburton, 'Scottie' and 'Ginger', taken 1947-late 50s on ships around the world. Contact William at 128, Netherhill Rd, Gallowhill, Paisley PA3 4SB. RN Submarine L55, AB A. Clarkson: G.J. Wilkinson seeks info on this vessel and the seaman. The inscription appears on a memorial at Wales, Rotherham, South Yorks. Contact G.J. Wilkinson, 135, Broom Valley Rd, Broom, Rotherham S60 2QX.

HMS Thanet: Can anyone help a woman in Newfoundland who lost two brothers serving in the RN during WWII? One, Milton Albert McGrath was serving in the Thanet when she was sunk by the Japanese in January 1942. His sister never knew what became of him – was he a POW? Does anyone remember him? Write to T.G. Shirley, 20, Woodands Ave, Walton, Stone, Staffs.

HMS Stannergate – HMS Condor II, seaplane base, Dundee 1914-18 and 1939-45: lain Buik seeks into and photos of this base on the Rilver Tay – anything on COs, William McPherson Mathleson: Willis

45: Iain Bulk seeks info and photos of this base on the River Tay – anything on COs, pilots, aircrew. Service personnel and squadron details gratefully received. Also info on RNAS East Scryne, Carnoustie. Contact Iain at 13, Balmedie Drive, Dundee DD4 8PG, tel: 01382 506068.

HMRML 498: Dale Van Blair, a former US

DD4 8PG, tel: 01382 S06068.

HMRML 498: Dale Van Blair, a former US airman picked up by the crew of RML 498 on April 29, 1944, would like to contact crew members and obtain records and photos of that time. Contact A. E. Rowe on 01822 854650, or e-mail a.e.r@binternet.com

HMS Cochrane taken att, showing three sailors on the jetty. The picture was used as a Christmas card for relatives in 1945. Although Mr Baker did not know the sailors he would like to know if they are still around, and send them a copy of the photo. Contact R. Baker, 14, Saumarez Street, St Peter Port, Guernsey GY1 2PT, tel: 01481 720058.

HMS Goathland: Ex-Yeoman of Signals George Boxall wants to hear from any member of the ship's company who served in her in 1944. Contact George at 43, The Fairway, Dymchurch, Romney Marsh TN29 OQG, tel: 01303 874383.

Model maker/researcher Peter Williams would like to talk to anyone who served in Bangor-class minersweepers, as he is starting a model of HMS Llandudno. Contact Peter at 18, Station Rd, Frimley, Camberley GU16 5HF, tel: 01276 61669.

HMS Ulster D23, 25th Destroyer Flottilla 1944-46; G.W. Robinson seeks info of her movements after repairs at Leyte, following bomb damage, in April 1945 to September 1945, and would like to hear from any of the ship's company at that time. Contact him at 56, Barringtons, Sutton Rd, Southend-on-Sea, Essex SS2 5NA, tel: 01702 467247.

Maureen Salt seeks info officer during Still.

Maureen Salt seeks info about William Maureen Salt seeks info about William Still. who was a gunnery officer during WWil, serving in the Far East and the Med. He is believed to have lived in Huntersway West, Gillingham, up to the 1950s. His daughter, Miriam was born on January 19, 1938, and his wife was called Ellen (nee Humphreys). Contact Maureen at 7, Church St, Madeley, Telford TF7 5BW, tel: 01952 588075.

588075.

HMS Redoubt: Don Furnival's sister rene Conduit, of Manchester, seeks info about her brother, last known to be in the Barry area of Wales. Contact Major J. Lodge, The Royal Yeomanry, Cavalry House, Duke of Yorks, Headquarters, London SW3 4SC.

HMS Bangor 1940-46: Minesweeper, built by Harland and Wolff, lent to the Royal Norwegian Navy and renamed Glomma. The Executive Officer of today's HMS Bangor seeks pictures — write to Lt Guiver, HMS Bangor BFPO 222, e-mail guiverthediver@hotmail.com

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Reunions

April

HMS Excalibur "Swordsman Association" reunion, April 7 at RNA Royal Learnington Spa. Details from George on 0151 625 1432 or e-mail george @gose.freeserv.co.uk FAA Armourers reunion in Coventry over the weekend of April 7. Three nights B&B and EM, gala dinner and dance, £89 the whole weekend. Details from Mick Holdsworth, Aylesham Lodge, Adisham Rd, Barham, Canterbury CT4 6EY, tel 01227 832826.
Sherbore RNA Hospital reunion at The

Sherborne RNA Hospital reunion at The Swan, Cheap Street, Sherborne on April 28 at 12.30. Staff and ex-patients welcome. Contact Mrs Doris Scholefield, The Bungalow, Augustus Rd, Hockliffe, Leighton Buzzard LU7 9NF, tel 01525 210867.

May

Captain Walker's Old Boys Association eunion and dinner at Bootle, Merseyside May 4-6. Details from Pat Marsh on 0151 722

May 4-6. Details from Pat Marsh on 0151 722 2080.

HMS Tenby (F65 and J34) reunion from May 4-7 at the Trecarne Hotel, Babbacombe. Contact Phil Rowe on 0161 7477325 or Roy Tapping on 01202 255192 or e-mail: rk.tapping etaik21.com

HMS Warrior 1946-58 reunion May 4-6 at the Home Club, Portsmouth. Contact John Carr, 91, Westley Rd, Acocks Green, Birmingham B27 7UW, tel: 0121 624 4964.

HMS Concord Association reunion at HMS Nelson from May 4-6. Details from Peter Lee-Hale, 53, Shelburne Rd, Caine, Wiltshire SN11 8ET, tel/fax: 01249 811405 or mobile: 07949 816640.

Wittshire SN11 aET, tel/fax: 01249 811405 or mobile: 07949 81640.

HMS Emerald Association reunion at the Union Jack Club, Waterloo, London, on May 5. Contact Colin Houlday, Church House, West St. Flamborough, East Yorks YO15 1PH, tel: 01262 851279.

HMS Fisgard Association: The inaugural Northern Area funcheon reunion is at the Civil Service Club, Rosyth, on May 5. Old boys of HMS Fisgard or Fisgard Squadron (HMS Raleigh) wishing to attend should contact Des Goodwin, 36, Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384. Members of the Old Caledonia Artificer Apprentice's Association also invited.

tact Des Goodwin, 36, Southbrook Rd, Langstone, Havant PO9 1RN, tel: 023 9247 2384. Members of the Old Caledonia Artificer Apprentice's Association also invited.

Sth Atlantic Medal Association 1982 reunion and AgM at the Oblenski Suite, Twickenham rugby stadium before the RN v Army match, May 5, Details: Denzil Connick, 01495 227577, e-mail densama@aol.com HMS Myngs 1943-54 reunion, Home Club on May 8 in conjunction with Z-class Destroyer Association. Contact Alec Bernasconi on 023 9266 2487 or Pete Ackroyd on 01934 822207.

HMS Attacker 879/886 Squadrons FAA and ship's company, also Carrier Borne Air Liaison Sections serving with squadrons 1942-45: reunion on May 10. Details from R. Phillis, 243, Kempshott Lane, Basingstoke RG22 5NB, tel 01256 321678.

HMS Bigbury Bay 1945-1959 reunion from May 11-14 in Bournemouth. Contact Roy Asthon, 5, Priest Ave, Canterbury CT2 8PJ, tel: 01227 456296.

Old Caledonia Artificer Apprentices' Association reunion at the Trecarn Hotel, Babbacombe, from May 11-14. Details from Ron Emerson (0161 449 9259) or Geoff Grigg (01752 769580).

RN Commando Association reunion and AGM at the Nautical Club, Birmingham on May 12-13. Details from R.J. Lawrence, 18, Crane Drive, Verwood, Dorset BH31 608, tel: 01202 825880.

HMS Diadem Association reunion at the Home Club, Portsmouth, from May 15-17. Rededication service on May 17th, Memorial Rose Garden, RM Museum, Eastney, at 11am. Contact Vermon Copeland on 02476 451645 or M. Allen on 01933 381163.

HMS Royalist Association reunion May 18-20, Stretton Hotel, Blackpool. Contact George Craddock, 103 Broadmeadow Lane, Birmingham B30 3PB, tel: 0121 458 5621, or Pat Cuailfer, 023 8076 7756.

HMS Arethusa Association service and tree dedication, National Memorial Arbore-tum, Airewas, Staffs on May 20 at 11am. Details: Tom Sawyer, tel: 01924 848191, e-mail: tom@sawyer76.treeserve.co.uk

TS Exmouth/LNTS Association reunion from June 1-3 at Lydney, Glos. Details from John Goddard, 88, Rareridge Lane, Bishops Waltham, Southampton SO32 1DX, tel: 01489 894826.

01489 894826.

HMS Sparrow reunion June 1-4 at the Royal Hotel, Great Yarmouth. Contact Geoff Middleton on 01562 700689 for details.

HMS Verulam reunion for R28, F29 shipmates at the Home Club, Portsmouth, on June 2. Details from Chris Williams on 01621

At your Service entries Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email.
edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone augusts.

and telephone number.

Reunions appear in date order, particular edition cannot be guar-

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■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

HMS Bicester L34 1942-56 or M36: All commissions reunion at Littlebury Hotel, Church End, Bicester, Oxon, on June 2. Contact Dave Braybrook, 32, Trinity Grove, Bengeo, Herts SG14 3HB, or tel: 01992 583272. All Hunt-class or Bicester RNA associates are welcome.

HMS Speaker reunion. Birmingham Naulical Club, June 2-3. Details from N. Jones, 36, Quantock Court, South Esplanade, Burnham-on-Sea, Somerset TA8 1DL, tel 01278 785905.

10th Destroyer Flotilla 1943-45 and Tribal-class Destroyer 1939-45 will be in France from June 4-7. Hotel in Omaha area, tours to Bayeux and Arromanches. There are still some vacancies. Send an SAE to J. Bull, 4, Pearls Close, Beckton, East Ham, London E6 SQY.

Central Flying School (Helicopters) Squadron: Helicopter Instructors reunion at OAEChem.

Central Flying School (Helicopters) Squadron: Helicopter instructors reunion at RAF Shawbury on June 6-7 to mark 25 years in its present home. The event will centre around a 'Hangar Party' and is open to all members of the helicopter arm of the instructional 'brotherhood' (GHI/CHNI/CHCI) who have graduated from or been staff members of CFS(H). Details from Lt Cdr Geoff Stephenson, CFS(H), RAF Shawbury on 01939 250351 ext 7534/7382 (MOD: 95531 7534/7382).

01939 250351 ext 7534/7382 (MOD: 95531 7534/7382).

RN/RM Memorial: Service of remembrance at Ouistreham at 1100 on June 6 in honour of those who gave their lives, connected with landing ships, craft and barges. All welcome including standards. Details from Maurice Hillebrandt on 01395 442800.

Pembroke '84 Club: Warrant Officer and Senior Rate Stewards' reunion (serving and ex-serving) in the WOs and SRs Mess, HMS Raleigh, June 8. Details from WOSTD N.H. Titley, Wardroom House Manager, HMS Nelson, tel: 023 9272 4261.

HMS Solebay reunion at the Home Club, Portsmouth, on June 16. Contact Malcolm Clarke, 164. Southmead Rd, Westbury-on-trym, Bristol BS10 SDR, tel: 0117 962 2500 or e-mail: solebay@tosd.demon.co.uk

e-mail: solebay@tosd.demon.co.uk HMS Auckland (Tobruk 1941): Service

Memorial, Southsea, on June 23 at 1430. Contact Jim Bennett on 023 9237 9730.

RN Medical Laboratory Technicians & Pathologists Reunion Dinner, open to former and currently serving Naval Laboratory Technicians and Pathologists, in the WOs & SRs Mess, RH Haslar, June 23. Numbers limited to 60 and allocated on first-come, first-served basis. Details from LACCMT(L) K Macey, Health Studies Division, Vulcan Block, RDMC. Fort Blockhouse, Gosport PO12 2AB, tel: 023 92765443 (work) 023 92423809 (home), e-mail: kevinmacey@aol.com

2942380 (et i 225 927-3943 (wk) 023 9242380 (home), e-mail: kevimacey@aol.com
HMS Brecon (L76) 1942/45 reunion weekend June 29 to July 1 at Stretton Hotel, Blackpool. Details from Doug Stevens, 29, Horselers, Hemel Hempstead HP3 9UH, tel: 01442 251839.

Royal Naval Old Comrades Club, Eastbourne: 50th anniversary celebrations on June 30. Current and ex-members are invited, plus all RNA/RMA, current or ex-servicemen/women. Details from Murray Muzz' Wakefield on 01323 643311 or 0777 5834615, or contact him via e-mail at murraywakefield@hotmail.com

July

HMS Glasgow reunion on July 7 at HMS Nelson. Contact Hobbo at pauldh_uk@yahoo.com

August

HMS Actaeon (South Atlantic) 1946-53 reunion at Leicester Senior Service Club, August 10-12. Ship's company to ring George (Ginger) Brandon on 0116 267 3755. BRNC Dartmouth 1959 − 61 reunion programmed for August 10-12 at BRNC for Term who joined May 1959 and left July 1961, and associated RMYO 21 and RAN Entry members. Any Term member interested contact N.J.B. Morrison asap at Velden, Yeoland Down, Yelverton, Devon PL20 6BY, tel/fax 01822 853320, e-mail: njbmorrison @compuserve.com

serve.com
HMS Suffolk Association reunion at the loon Hotel, Stratford-on-Avon (01789)

279953) on August 17-18. Send SAE to A.E Emmanuel, 1, Channon Court, Maple Rd Surbiton KT6 4RS, tel: 020 8390 5783.

September

September

HMS Kenya Association, all commissions: AGM at Derby on September 1 with a commemoration service and oak tree planting at the National Memorial Arboretum. Details: Chas Atkinson on 023 9229 6404.

HMS Garlies K475 reunion in the Burns Room, Union Jack Club, Waterloo, London on September 1. Details from Putty Read on 01202 722493.

HMS Amethyst reunion dinner and AGM at the Leotric Hotel, Coventry, on September 1. Details from Don Redman, 6a, Quantock Rd, Bridgwater TA6 FEQ. tel: 01278 451765.

HMS Wild Goose Association reunion at the Royal Hotel, Whitby, from September 21-23. Details from Ken Hayes, 10, Stratford Way, Tilehurst, Reading RG31 5XT.

HMS Porlock Bay Association 1946-48 reunion at the Savoy Hotel, Bournemouth from September 21-24. Ex-shipmates please contact Hon Sec K. Faulkner, 22, Clovelly Rd. Swinton, Manchester M27 0FU, tel 0161 794 8962.

BRNC 1965 Entry reunion for officiers

8962.

BRNC 1966 Entry reunion for officers who joined BRNC in September 1966 will be held on September 21 at HMS Excellent. Contact DNOAXPS, VB103, Portsmouth Naval Base, PO1 3LS, tel: 023 9272 7440 or e-mail: dnoa.x.rm@pipex.dial.com marked "for DNOAX".

e-mail: dnoa.x.mepipex.dail.com marked for DNOAX".

HMS Phoebe Association reunion to be held at the Queens Hotel, Llandudno, from September 21-24. All ranks 1939 - 1992 welcome. Details from Secretary, Roy Pavely, 3, Bridge Glose, Didcot, Oxon OX11 8DU, tel: 01235 211501, e-mail: roy.pavely@ic24.net HMS Crane Association (1943-62) U23-F123 reunion at Gateway Hotel, Nottingham, from September 28-30. Details from Tony Nuttall, 85. Conway Rd, Carlton, Nottingham NG4 2PW, or tel: 0115 952 6363.

HMS Duff reunion at Solihull on September 28-29. Contact N. Johns, The Old Chandlery, New Rd, Instow, Bideford EX39 4LN, tel: 01271 860578.

Calling Old Shipmates

Calling Stephen Colin Birkett and anyone else who served with Mick Rutherford in HM Ships Ganges, Crossbow, Anzio and Manxman 1959-69. Contact Mick at 46, Skye Edge Rd, Sheffield S2 5HB, tel: 0114 276 8265, e-mail: crossbow10@hotmail.com

HMS Newcastle Association now welcomes anyone who ever served in an HMS
Newcastle, whatever year or commission,
including the current destroyer. Details from
Ray Young, 109, Westernmoor, Washington,
Tyne and Wear NE37 1LT.

"Ex-POCT(L) Spider Kelly seeks oppos
from the Service, particularly Graeme
'Paddy' Leslie, Gareth 'Sharkey' Ward or
Dave 'Wendy' Craig, Pilease e-mail darren @gateshead100.freeserve.co.uk.
HMS Marne: Ben Claxton served in HMS
Marne in 1943 and is keen to contact his old
shipmates. Contact his son at 20, Elm Tree
Walk, Tring HP23 5EJ, tel: 01442 381117, or
e-mail: mick.claxton@nthworld.com

Walk, Tring HP23 5EJ, tel: 01442 381117, or e-mail: mick claxton enthworld.com

HMS Royal Arthur, Skegness, then HMS Scotla. Froon and HMS Valkyrie, Douglas, I.of.M. Class 175 Telegraphist course 1943. Instructor CPO Brooks - Class Leader Peter Holt; deputy William Fisher, also, Sandy Laurie, Bernard Langton, Jim Wolverson, Jeff Tolley et al. E.T.R. Jones would like to contact former members of Class 175. Tel: 01452 504062, e-mail: et.lones @lineone.net or write to E.T.R. et.jones@lineone.net or write to E.T.R. Jones, 5, Waters Reach, Hempsted Lane, Hempsted, Glos GL2 5GN.

Jones, 5, Waters Reach, Hempsted Lane, Hempsted, Glos GL2 SGN.

Fred Gumbleton hopes to hear from shipmates who served with him whilst in the RN, in particular, Dave (Oggle) Allen, who joined as an Artificer in the 743 intake. Contact Fred at 2, Cherbourg Grove, Port Kennedy, Western Australia WA6172, or e-mail: fgumbleton@anaconda.com.au Hong Kong Flotilla: Peter Yeates seeks his National Service shipmates who were drafted to the Hong Kong Flotilla in 1955-1957, arriving January 1, 1956 aboard Empire Clyde from Liverpool: Hugh Mann from Dundee, Nasmyth-Miller, Patrick Wilson of Shirehampton, Bristol, also the crew of HMML 3510: Lt De Bere Gibbs, Herrity, Conolly, Rushbrook, Thurston, Tooze and Snow. Contact Peter, who after 45 years is anxious to reunite with his shipmates, at 41, Riverside Way, Bristol BS15 3TF, tel: 0117 9602898, e-mail: Yatesee@btinternet.com HMS Danae: Graham Baldry seeks members of the flight crew of HMS Danae 1975-1977-ish, including Mike Boland and Dave Howse, plus Fitz Fitton, Dave Stevenson, Dave Austin, Keith Masino and Graham's old mate Billy Briggs (the aircrewman). Graham is in contact with Frank Yealman and Bogey Knight. Contact Graham at 6, White Rose Walk, Cambridge CB4 3XQ, tet: 01223

is in contact with Frank Yeatman and Bogey Knight. Contact Graham at 6, White Rose Walk, Cambridge CB4 3XQ, tel: 01223 573310 ,or graham.baldry@ntiworld.com
HMS Excalibur (Alsager) JulySeptember 1946: Seeking Bernard Hill,
Lofly Bernmer, Charlie Seath, Ginger Hicks,
Paddy Blacce, Patrick Noyce, Ginger Burt,
Ray Lapping, Fred Gartside, Frank Hall,
Geordie Oliver, Wally Dearden, Jack Duffel,
Blondie Leach, Stebbings, Wilks, Wishy
Dunn, Phipps and Bogey Knight, Contact
George Gyrose.freeserve.co.uk
HMS Whitesand Bay: Jeff Johnson

Dunn, Phipps and Bogey Knight. Contact George Rose on 0151 625 1432 or e-mail george Grose Ireserve.co.uk

HMS Whitesand Bay: Jeff Johnson seeks anybody who served in HMS Whitesand Bay during the Korean War. Contact Jeff at 32. Sussex House. Chalton St, London NW1 1RB, tel: 0207 380 0243 or e-mail: jeff@jiohnson7.tsnet.co.uk

HMS Fisgard: It is hoped to hold a reunion in the Plymouth area for serving or ex-serving RN personnel at HMS Fisgard between January 1979 and Spring 1980. All Artificers, NCOs Instructors and officers wel-come. Contact Alan Ede, (79/1 entry), 01752 214732 or e-mail alanede@eurobell.co.uk or Colin Craven, (80/1 entry), 01752 318456.

HMS Berwick: Seeking PO Charlie Gibbs, last known serving in HMS Berwick 1963-64. Far East – possible reunion. Contact Gareth Pavey, 28, Wellington Ave, Whitehill, Bordon, Hants GUJS5 9QD, e-mail dibdob@dpavey/treeserve.co.uk

HMS Ark Royal: Colin Massey seeks shipmates from HMS Ark Royal 1975-77, in particular Brian Devenny, and Scouse Lyons, both cooks in Mess 6 like Colin. Contact him at arkman@arkman.screaming.net

HMS Ganges: William Alfred Martin (Pincher) seeks shipmates from training through postings on Galatea, Delhi, Orion, Bulolo, Polruan and Consort, 1938 onwards. Contact him via his daughter, 24, Cannagola Beg Rd, Portadown, Co. Armagh, BT62 1RR, e-mail: trevor.whitten@btinternet.com

POCK Michael Ball, ex-HMS Heron and Taranto Hill MOs in the late 70s early 80s, contact Ben Clay, tel no 01935 472342 or 0788 785 1712, or e-mail bwaclay@cs.com HMS Ceylon: Frank Pegram served in HMS Ceylon: 153, and would like to contact shipmates, especially Dennis Vince, best man at his wedding. Frank and family emigrated to Australia in 1971. Contact Frank's daughter Carol Steen, 43 Kunat St, Deer Park, Victoria, Australia 3023, or e-mail: csteen@bigpond.com.au
FAA Artificer Apprentices, Grenville Division, RNATE Newcastle-u-Lyme, 1940-43: Dennis Nowlan seeks anyone who served there, especially Bob Jones from Gosport. Contact Dennis on 0118 978 1949. HMS Onslaught: The wartime crew of this destroyer meets every April in Aberystwyth. Anyone interested should contact S. Parker, 18 Hillton Place, Llandaff North, Cardiff CF14 2LW, tel: 029 2052 9960.
Sam Sharratt seeks ABs Roy Jackson, Gillette, Ray (Taff) Lovell and Ray Bignell. Contact Sam at 100, Middlecotes, Tile Hill, Coventry CV4 9AZ.
HMS Nubian 1964-66: Anyone who served on this commission, in particular excommunicators including Graham Court.

served on this commission, in particular ex-communicators including Graham Court, Pete Price and Paul Williams: contact Dave Millward on 01622 729692, or e-mail:

davem@fernhill.fsnet.cc.uk

HMS St Brides Bay: Harry Allton seeks

Henry Paddy Grieve – they served together
in St Brides Bay 1947-50. Contact Harry at

26, Laburnum Grove, Nuneaton, CV10 9DX, tel: 024 7639 5237 729 Squad (Deal, Sept 1959): Squad

729 Squad (Deal, Sept 1959): Squad members interested in reunion in September should contact Sandy Macleod, 115 Beaumaris Rd, Plymouth PL3 5SD, tel: 01752 706717, or e-mail: dodgyoptic@aol.co.uk FAA Artificers, May 1951 entry: Bob Ellis is organising a reunion in May, and seeks Brian Furlong, Tony Goodhead, Dave Moss, Doug Wells, Syd Bywater, Phil Stewart and G.R. Parker. Contact Bob at 56, Abbeyfield Drive, Catistield, Fareham PO15 5PF, tel: 01329 511415.

Moss, Doug Wells, Syd Bywater, Phil Stewart and G.R. Parker. Contact Bob at 56, Abbeyfield Drive, Calisfield, Fareham PO15 SPF, tel: 01329 511415.

HMS Warrior 1946-58: John Carr has made some contact with shipmates who served during Koreat, Vietnam and Op Grapple, but seeks Marine Band Sgt Millard, Jeeps Nell and Darkie Bartlett. Reunion in May. Contact John at 91, Westley Rd, Acocks Green, Birmingham B27 7UW, tel: 0121 624 4964, e-mail: grapple57@hotmail.com

Donald (Percy) Ursell, Lt (Sp) RNVR: Radar Officer 4th Escott Group, HMS Drury. If anyone has news of him since 1945, contact Roger Collett on 023 9246 6347 or e-mail: powne@aol.com

HMS Diamond: A reunion is held every year, plus small get-togethers. Contact Legs. ex-ship's cook, after galley, on 01634 267084. Ex-Gi Fred Beech is also asked to contact Legs.

267/084, EX-GI Fred Beech is also asked to contact Legs.

HMS Ganges, Benbow Division, 29 Mess, 1952: Gerard Livingston seeks anyone who remembers me. Instructors were Wally Cubitt and POGI Samuels. Contact Gerard at 313E. Chesterville Rd, East Bentleigh, 3165, Victoria, Australia or e-mail: loger@one.net.au, or Bill Kelly, who lives at Peterfee, Co. Durham, on 0191 518 1865 or e-mail: calikelly@btinternet.com

HMS. Indomitable: Did you serve in

e-mail: caineity southermet.com

HMS Indomitable: Did you serve in
Indomitable: in the FAA, POs HQ Mess 56,
below the 4.5 Port Forward gun turrets, a
near-miss target for the Japanese 'Hari Kari',
May 1945. Frank Wyles' oppo, Bungy
Williams, wants to hear from you on a weekend. Contact Frank at 22, Firtree Ave,
Normanby, Middlesbrough TS6 0PH, tel:
01642 453695.
Blockship Googeberry WWII: Would IS.

Blockship Gooseberry WWII: Would LS Nobby Clarke contact 'Slinger' Woods on 01293 784293: "Remember, we blew them

HMS Wakeful, 1955-56 commission:
Contact Dave Flander on 01622 202995 re
possible reunion.
HMS Goathland: Ex-Yeoman of Signals
George Boxall seeks ship's company from
1944. Contact George at 43. The Fairway,
Dymchurch, Romney Marsh TN29 OGG, tel:
01303 874383. 01303 874383.

01303 874383.

HMS Walney: Theo Joughin seeks Bill Hyde; they met when bringing American cutters across the Atlantic. He last saw Bill in Chatham Barracks, 1944. Contact Theo at 137, Montgomery Rd, Ipswich IP2 8QY. David Mawdsley wants to hear from anyone from BRNC and RNAS Culdrose, 59 Flight and 58 BOC of 1990-92. He also seeks Dave Cole from Hull Uni URNU. David is now in the Queenstand Police in Australia.

is now in the Queensland Police in Australia, and can be contacted at P.O. Box 725, Mackay, Queensland, Australia 4740 or at

Mackay, Queensland, Australia 4740 or at davidmawdsley@bigpond.com.

HMS St Vincent: All Boy Seamen who entered the gates of St Vincent, October 2, 1951 – this year is the golden anniversary and a get-together is planned on or about that date. Contact Roger Hardesty (Ex Blake 158 class) at 26, Chilgrove Rd, Drayton, Portsmouth PO6 2ER, e-mail RVHardesty@cs.com RVHardesty@cs.com

RVHardesty@cs.com
HMS Osprey and HMS Blake: Phil
(Sharky) Ward seeks PO McKay, last heard
of at HMS Osprey in 1976, also served at
RNAS Yeovilton. Married to Magglie and had
two children (Tony and Andrea). Also seeking
stewards from HMS Blake 1973-75. Contact
Phil at 40, Milnthorpe St, Salford M6 6DT, tel:
01607 374520, e-mail: WPhilward@aol.com
AB (s) RI Woodley aka Stretch served
1988-1995, first ship HMS Active, also
served in HM ships Avenger and Amazon,
and did two tours of NI as well as other tours.
Hannah Woodley hopes to trace old friends Hannah Woodley hopes to trace old friends that he served with, as it is his 30th birthday in August and she hopes to get them together as a surprise. Contact Hannah on 01865 821821, or e-mail: hannah@domino.com

HMS Illustrious/invincible: Seeking Lt Mark B. Davies, navigator with 814 NAS on HMS Illustrious in 1988-89. He also served on HMS Invincible, possibly during the Gulf War period. Contact Darcy DeWitt, 182, Magnolia St, Atlantic Beach, FL 32233, or e-mail: iontern#30/06.pdf.

iordand930@aol.com mail: protand930@aol.com

HMS Bulwark: Carl Pickering seeks
Peter (Daisy) May, who served with Carl and
Peter (Barney) Barnard during the late 1970s
in HMS Bulwark. He may live in the Kent
area. Contact Carl at 10, Beacon Ave,
Thurmaston, Leicester LE4 8DY, tel: 0116

Thurmaston, Leicester LE4 8UY, tet: 0116
2127361, or e-mail: ploopatch@nflworld.com
HMS Mauritius: Sue Burley's father,
George Stovell, served in HMS Mauritius in
1948, and she seeks into on the ship's tour of
duty in Malta and what "Cock of the Med" was. George would also love to hear from shipmates Alan Randel and David Cowley, and seeks a photo of the Mauritius returning from Malta to Plymouth. Contact Sue at 101, Ragdale Rd, Bulwell, Nottingham NG6 8GP,

e-mail: chris-sue.burley@ntlworld.com HMS Broadsword: Andrew Gailes seeks Steve Delo, a LS(R) from 1987, on behalf of a friend. Last heard of heading for Germany. Contact Andrew at 23, Emma St. Consett.

Co .Durham, e-mail: agailes@lineone.net HMS Narbrough and Gazelle: Peter Smedley seeks AB Roy Hancock, whom he Smedley seeks AB Hoy Hancock, whom he served with in HMS Narbrough and HMS Gazelle, minesweeper 1943-46. Roy was possibly from Swindon. Contact Peter at 15, Deans Hill, The Danes, Chepstow, Monmouth, Iel: 01291 628915, or e-mail: Josmediev@btinternet.com

Dunkirk/France 1940: Author seeks men from the following ships for book about Dunkirk/France 1940, commissioned by Viking/Penguin: Destroyers HM ships Basilisk, Esk, Express, Gallant, Gratton, Grenade, Greyhound, Havant, Intrepid, Ivanhoe, Jaguar, Keith, Kellet, Saladin, Shikari, Venetia, Verity, Vimiera, Vimy, Wakeful; Minesweepers: Gossamer, Gracie Fields, Hebe, Lydd, Pangbourne, Saltash, Skipjack; Drifters: Comfort, Nautilus: Trawiers: Calvi, Polly Johnson; Hospital ships: Paris, Worthing; Tug: St Abbs; Sloop: Bideford; Armed Boarding Vessel: King Orry; Operation Catapult ships: HM ships

Valiant, Resolution, Nelson, Arethusa Enterprise, Delhi; Merchantman: Macalister Valiam, Nesonitori, Westin, Archiosa, Enterprise, Delhi; Merchantman: Macalister; Transport/personnel ships: Ben-My-Chree (Isle of Man packet), Brighton Queen, Canterbury, Crested Eagle, Fenella, Lorina, Malines, SS Manxman, Mona's Isle, Mona's Queen, Ngaroma (packet), Normania, Prague (railway steamer), St Helier (ferry), St Seiriol, Scotia, Tymwald (Isle of Man packet), Contact Hugh Sebag-Montefiore, 020 7267 5522 or 020 7284 0016, or write to 21, Rochester Terrace, London NW1 9JN. The author is also interested in other heroic/dramatic actions during Operations Dynamo, Ariel and Catapult.

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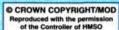
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Busting the jargon for debt solution

ne of the most distressing aspects of being in debt is feeling that you are out of control.

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Use this jargon buster to help you better understand your finan-

Administration Order. Where debtors have at least one County Court judgment against them and their total debts do not exceed £5,000, this allows the court to administer payments to all creditors. One payment is made to the court which splits it equitably between all creditors. As long as an order is in force creditors cannot take further enforcement action

and interest is stopped.

Attachment of Earnings Order. Where there has been a default on a County Court judgment the creditor can apply to the court to have the money deducted from a debtor's wages. Deductions are made at a rate determined by the court as reasonable. In the case of Council Tax, such an order is dealt with by Magistrates Court

under a different system.

Bailiffs cannot use force to gain entry, but they can enter through an unlocked door or window. Once inside they can force open other doors and having gained entry can return, using force if nec-essary. Bailiffs acting for the Inspector of Taxes can force entry, although this is rare. although this is rare.

Bankruptcy. This writes off all debts with a few exceptions. A debtor or creditor can petition for bankruptcy, the debt usually being discharged after two to three years.

If there is any equity in the brankrupt's home or other property it
will usually be sold to repay debts.

County Court Claim. A formal
document sent to the debtor when

a creditor has begun legal proceed-ings. It must be dealt with within 14 days or else judgment is registered by default and an order made to

pay the whole amount at once.

County Court Judgment.

Following a County Court Claim, if the figure is not disputed or the case unsuccessfully defended, judg-ment will require the entire debt to be paid by instalment or immediately. A judgment can be set aside, varied or suspended on applicaCredit Reference Agency. A private company that keeps com-puter records about the use of credit by individuals. Often, when someone applies for credit, the credit company will check a person's record with the agency before

making a decision.

Credit Repair. A number of organisations have claimed that for fee they can remove County Court judgments, normally by helping people to apply to the court on (usually) false grounds. A number of these companies have been prosecuted.

Deduction from Earnings. An

order made by the Child Support Agency for maintenance, and for which no court order is necessary.

Default Notice. Must be issued by creditors before they can start legal action. It asks for payment in seven days, or else the creditor can

Individual Voluntary Arrangement. An alternative to bankruptcy, it is a formal proposal on behalf of the debtor by a registrated incoherence practitioner. In tered insolvency practitioner, to pay creditors part or all of a debt

over a set time.

Joint and Several Liability. If more than one person enters into a

credit agreement, both can be pursued for the full amount. It applies to rent arrears on joint tenancies and arrears on joint mortgages, Council Tax and water rates on properties that have been jointly

Liability Order for which local authorities can apply to the Magistrates Court in the case of non-payment of Council Tax. This will add about £40 to what you owe and will give councils extra powers

to enforce collection.

Non-priority Creditors. Non-payment to these would incur less severe consequences than in the

case of Priority Creditors.

Priority Creditors to whom non-payment could result in loss of property, essential services or imprisonment – eg in the case of mortgage, rent, gas, water, electric-ity, Council Tax, court fines and maintenance

Secured Loan. This is where security, usually property, is given by the debtor and which takes priority over an unsecured loan.

Statutory Demand. A legal

document requiring the debtor to pay or secure the debt against property or else face bankruptcy. Time Order allows a County

Court to change the terms of a reg-ulated agreement if it appears just. The court can reduce the repayment rate and the interest, normally in the case of temporary financial difficulty.

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Navy gets its image across at the NEC



THE ROYAL Navy's impressive photographic stand at this year's Focus on Imaging' exhibition at Birmingham NEC proved a major draw for both professional photographers and the public. And in the picture herself, for once, is LW(PHOT) Angie Pearce of the Surface Flotilla Photographic Unit which provided the stand. The display, which would normally cost over £7,000, was given free to the Navy.

Waterfront **Drafty gets** customer No. 1,000

AS NEW 'waterfront' career advice offices open around the country, Portsmouth's has welcomed its 1,000th customer.

RN hosts diversity seminar

THE ROYAL Navy hosted a high-level seminar on equal opportunities as part of the Service's commitment to diversity. The event, at HMS Collingwood, was designed to help demonstrate Second Sea Lord Vice Admiral Peter Spencer's aim to cement commitment.

aim to cement commitment at all levels of the Naval

Service.
Entitled the Joint Naval
Service and Civilian Equal
Opportunities Seminar, it
featured a keynote speech
by Defence Procurement
Minister Baroness

Symons.

Delegates discussed a wide range of subjects, covering ethnic, racial, gender and religious issues as well as disability, and approximately be bedien range. and among the bodies represented were the Equal Opportunities Commission, Opportunities Commission,
Sainsbury's, the Commission for Racial Equality,
the Metropolitan Police,
HSBC and the Disability
Rights Commission.
Admiral Spencer and his
department are constantly
scaking new initiatives to

seeking new initiatives to enhance the Naval Service's equal opportuni-ties policy, which is expected to enhance recruitment and retention.

The offices, officially known as Drafting and Career Management Liaison Offices (DCMLOs), offer a drop-in facility for ratings who want to talk about their careers, or look into drafting options.

The offices are linked to the Naval Manpower Management Inform-ation System, allowing customers to see there and then what

prospects are open to them. LS Dutchie Holland of HMS Southampton, was the man who took the Portsmouth office through the four-figure mark, and was pleased with the service provided.

"I am due to leave the ship in July, and I wanted to see what there was in the way of shore drafts or sea drafts," he said.

They were able to give me the three ships available, so I have now put in my draft preferences. Any of them would be ideal for me.

Now that Dutchie has details of which ships need his skills at the appropriate time, he is able to be specific his draft form, making the job of Drafty that much easier.

"It was simple - I just made an appointment here, went in and gave my details, and they hauled up a preference card which is on there.

They then hauled up all the possibilities on screen, and the whole thing took about 20 minutes.

"It's definitely a better system -whoever thought it up should have done so years ago. It makes life a lot easier

Local offices also make it easier for sailors to ensure their drafting preference form is up to date, as events such as a marriage, new family, promotion or house move will have a bearing on preferred

The latest offices to open are those at RN air stations Yeovilton



Motoring with Glynn Williams

bility programme (ESP) which helps the driver retain control if an

Smart key to Renault's new star

Laguna II is a lot of motor car: sleek, roomier, packed with technology and yet simple to drive - so easy, it doesn't even have a key.

Not a conventional metal-inhole locking device, anyway, for either doors or ignition.

Instead the key to Renault's enhanced security is a flat, business card-sized unit as thin as a tiny calculator, with flush buttons for unlocking and locking remotely, which slides into a slot in the dash-

Once interrogated by the car's system, the card with rolling code releases the steering column lock and allows the driver to start the engine using a button on the dash.

You can have separate cards if more than one person drives the

CAR FACTS

MODEL: Renault Laguna Expression 1.6 hatchback.

ENGINE: 1.6-litre, 16-valve, petrol injection producing 110bhp.
TRANSMISSION: Five-Five-speed

manual change.
PERFORMANCE: 0-60mph in 11.5secs. Top speed 121mph. FUEL ECONOMY: 39.2mpg com-



The Renault Laguna II – everything's so easy.

car so that each automatically resets such items as seats and mirrors where the specification pro-

But that's not the end of the clever stuff on this car with 14 computers, multiplex wiring to cut the number of wires by 80 per cent, and shields for locks and main computer. The key card can be interrogated

by a computer so that a fleet manager can check such details as mileage, oil and fuel levels, emissions, when the next service is due, and tyre pressures.

The brakes do not only have an anti-lock system and electronic brake force distribution, but also emergency brake-assist that allows all the braking power to be deployed so quickly that the hazard warning lights come on as well.

There is also traction control, and the option of an electronic sta-

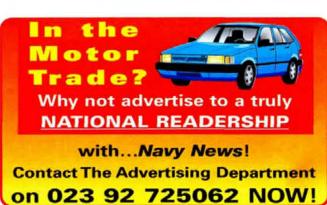
has proved its worth in crash tests and there are not just dual airbags in the front, but side airbags front and rear and curtain head protection bags along the sides.

Main service intervals are only every 18,000 miles or two years, and the bodywork has a 12-year warranty against rust-through.

The model tested was the Expression, the second lowest of five specification levels, but even this has a trip computer, air conditioning with separate controls for front seat occupants, all electric windows and door mirrors, 60W hi-fi with CD, puddle lights in the doors, and alloy wheels.









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IN BRIEF

Boarders visit HMS **Portland**

BOARDING school children from Titchfield learned a lot about the Navy during a visit to the Fleet's newest frigate.

The youngsters from West Hill Park spent an enjoyable day on board HMS Portland at the invitation of her Commanding Officer, Cdr Jonathan Handley, who has a daughter, Ginny, in year

The visitors were particu-larly interested in where the guns and missiles were kept and were fascinated by how small (and tidy) the rooms were, and they were all inspired about the possibility of joining the Navy one day.

London's maritime history

A MAJOR new gallery at the National Maritime Museum shows the huge impact of London's emergence as a major port.

'Maritime London' opens at Greenwich on April 4, with five sections entitled Shipping & Shipbuilding, Bridges & Buildings, Commerce & Cargoes, Pomp & Pageantry and London Life. For more details call 0208 858 4422 or visit the website www.nmm.ac.uk



 DANGER: The Mine Room at 'Explosion!' which shows how deadly early and modern mines can be.

Explosion at Gosport!

AN EXPLOSIVE new attraction dedicated to the history of naval firepower has opened at Gosport.

The museum called 'Explosion!' uses interactive technology to show how munitions have progressed from gunpowder to the Exocet missile.

The £3.5 million visitor attraction is housed in the 18th-century buildings at Priddy's Hard, Gosport, where the Royal Navy's former armament depot used to be.

Funded by the Millennium Commission as part of the Renaissance of Portsmouth Harbour Millennium Scheme, the exhibits include the whole range of weapons from early muskets to modern-day missile systems.

Explosion! shows how Naval gunfire has evolved from the Battle of Trafalgar to the Gulf War and it includes a Big Gun Gallery which features the only 15-inch breech in the United Kingdom.

The opening weekend which took place as Navy News went to press, featured events based around a World War II theme, with characters in period costume, demonstrations and special treats for hard working mums on Mothering

The fascinating social history of Priddy's Hard is also explored, including the vital role played by thousands of female munitions workers during the two World Wars. For bookings and information, call 023 9258 6341.

Sea change for support units

OLICY changes introduced by the Strategic Defence Review have led to the routine deployment of Royal Navy minehunters in operations and exercises far beyond the shores of Britain.

One of the knock-on effects of this is that the sailors who provide their forward support have had to spend up to 150 days a year at sea in jobs which count as shore service!

Over the last two years, minehunting exercises and operations in the Gulf, the Mediterranean, the Adriatic and the Baltic have caused a 50 per cent increase in their time at sea, putting consider-able strain on their family life at a time when they are supposed to be

What makes matters worse is the fact that all necessary training has had to be carried out on the job as pre-joining training is per-mitted before sea drafts only, fur-

SPRING OFFER

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ther reducing the availability of personnel in teams which are already stretched.

The situation, which is clearly unjust, is to change from April 1 when two of the Navy's three Forward Support Units are re-classified as Sea Service.

From that date, Portsmouthbased FSU 1 and FSU 2 will convert to sea service and take on the vast majority of sea jobs while FSU 3 at Faslane will remain primarily in the UK.

Although the solution sounds simple, the funding required a dramatic reduction in the num-bers in FSU 1 & 2 and a transfer of 21 billets to other areas (previously identified as being open to any specialisation) to maintain the ea/shore ratio.

Those who are left in FSU 1 and 2 can expect to spend even more time at sea and will have to make do with fewer bodies to get the job done, but every one of the men affected have volunteered to remain in their current jobs.

Forward Support Unit Officer Lt Ross Perkins was responsible for thrashing out the details of the transition with the support of Director Fleet Maintenance, Capt John Wills, Engineering Manager Lt Cdr Graham Baker and staff from every desk at Naval Drafting.

Lt Perkins said: "We've always said that this is a great job, trucking around the world and working in out of the way places, but doing it between ships is less fun.

"It couldn't really be called shore service because they're at five days notice to move and can spend up to six months at sea, but it wasn't quite full sea service

"So by moving the sea time to two FSUs in Portsmouth and leav-ing the FSU in Faslane as shore time, we have upped the tempo a little but the work remains chal-lenging, interesting and varied.

"When our people knew this was going to happen they all wanted to stay. What that indicates is that this is a great job which used to have poor conditions of service. Now it's a great job which has the correct conditions of service.



controlled mine detection vehicle on the snowy shore of Loch Ewe during the latest Joint Maritime Course in Scotland.

Petard painting is under the hammer

NAVY NEWS has joined forces with the Tamworth Herald and Cambridge Stamp Centre to offer readers a chance to bid for a striking, original painting depicting a dramatic naval action from World War II.

The painting of HMS Petard sinking Japanese submarine I-27 in 1944 was commissioned for a commemorative postal cover by Cambridge Stamp Centre in conjunction with HMS Petard Association.

The picture, by Michael Roffe, has a reserve price of £650, with any amount that it makes over £500 going towards the appeal fund for a permanent memorial to three men serving in HMS Petard when they retrieved vital Enigma codes from a stricken German submarine.

Two of the men, AB Colin Grazier (from Tamworth) and Lt Tony Fasson died in the operation, while the third - Naafi canteen assistant Tommy Brown - died later in the war.

Tamworth Herald launched its campaign to raise the profile of the unsung heroes two years ago and has been backed by Navy News. A previous painting by Michael Roffe, showing Petard and the capture of the codes, recently sold for £2,000.

The painting now on offer shows Petard's successful attack

on I-27 when the submarine had been forced to surface after sink-ing the troopship Khedive Ismael with the loss of most of the 1,200 souls on board.

All bids for the original should be made in writing to Keith Astell, Sales Manager, The Cambridge Stamp Centre Ltd, 9 Sussex Street, Cambridge, CB1 1PA. The highest bid lodged by next May 18 will obtain the painting.

To tie in with the Royal Mail's

issue of four stamps to commemo-rate the centenary of the RN Submarine Service, Cambridge Stamp Centre is also producing a specially designed cover bearing the signatures of World War II submariners - including Lt Cdr Ian Fraser VC.

A portion of the proceeds will go to the Barrow-in-Furness branch of the Submariners

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Navy News 0wn

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NoticeBoard



Appointments

Commodore N. S. R. Kilgour to be promoted Rear Admiral and to be Chief of Staff (Operations) Fleet, Flag Officer Submarines Commander Submarine es East Atlantic and Forces Submarine Forces North. In succession to Rear Admiral R. P. Stevens, Sept.

Commodore P. R. Davies to be promoted Rear Admiral and to be Flag Officer Training and Flag Rectruiting as well as Chief Executive Naval Recruiting and Training Agency in succession to Rear Admiral J. Chadwick. July

Capt I. Moncrieff to be CO HMS Endurance. June 19.

Capt T. A. Cunningham to be CO HMS Fearless. April 4.

Cdr D. C. W. Balston to be CO HMS Vengeance (Port). Aug. 20. Cdr A, M. McKendrick to be CO HMS Turbulent. Aug. 28.

Lt Cdr A. J. James to be CO HMS Roebuck. Aug. 7.

Lt Cdr R. P. Dunn to be CO HMS Turbulent. May 8.
Lt J. C. Clay to be CO HMS

Example. April 24. Lt L. H. Lacy to be CO HMS Explorer. April 24.

No more 'Points'

WITH the full introduction of selective promotion for all non-artificer/technician junior rates from April 1, advancement rosters no longer exist from that date.

As detailed in RN Defence Council Instruction 20/01, Forms B13 and Promotion Orders also cease to exist on introduction of new Promotion Draft Orders and Promotion Confirmation Certificates. Therefore 'Points' rosters will no longer be published in Navy News.

Swop drafts

WOM(C)1 McKenna (COMPOP quali-fied), HMS Invincible, BFPO 308, drafted HMS Ark Royal, April 26. Will swop for any Portsmouth ship not deploying. LCH Currier, 6E Stbd Mess, HMS Illustrious, BFPO 305, will swop for any Portsmouth ship not deploying. MEM1 Hattersley (Scale B), HMS Ark Royal, BFPO 212 (in refit, tel 9335 63585), will swop for any Type 42 deploying or not. CPO(M) P. Butterfield (Sea Dart direc-tor/Warfare Branch co-ordinator), HMS

will swop for any type 42 deploying or not.
CPO(M) P. Butterfield (Sea Dart director/Warfare Branch co-ordinator), HMS
Gloucester, BFPO 289 – deploying Far East
March 19 for seven months. Will swop for any
Type 42 not deploying.
WOM(AW)1 Jillian Carroll, HMS
Illustrious, BFPO 305, will swop for any
Portsmouth Type 42 deploying or not.
MEM Balderston, 3N Mess, HMS Cardiff,
BFPO 249, drafted CFM (H4 Chippys), May
15. Will swop for any Portsmouth shore draft.
LRO Lawson, HMS Edinburgh, BFPO
277, deploying May. Will swop for any
Portsmouth ship not deploying, and can
accept LOM(c) billet.
SA A. Lund, 2S(P) Mess, HMS
Edinburgh, BFPO 277, deploying May. Will
consider any ship not deploying before Sept.
POMEM(M) Williams (hull), HMS
Coventry, BFPO 259, deploying July. Will consider any Devonport or south-west shore draft
over 10 months.
PDCA Everson, HMS Nelson (HMM)8.

over 10 months.

POCA Everson. HMS Nelson (HMNB Portsmouth ext 22163), drafted HMS Nottingham, July 30 (deploying March 2002). Will swop for any Portsmouth ship not deploy-

LOM(C) Dinsdale (DV billet), 3 Mess, AS Marlborough, BFPO 333 or tel 07979

Physics Manobrough, BFPO 333 of tel 0/9/9 851821. Ship deploying. Will consider any Portsmouth ship not deploying. LSTD Slater, HMS Heron (01935 456155), drafted HMS Newcastle (Portsmouth), July 2. Will swop for any Plymouth ship.

RATINGS seeking to swop drafts must meet the requirements of BR14, article 0506. All applications must be made on Form C240 to NDD, Centurion Building.

GRANVILLE JUSTIN

on February 25th died suddenly after a short illness, aged 27. Your bravery an example to us all. Now your pain and suffering has gone. Our love everlasting Mum, Dad, Marcus and Rachel.

Funeral Monday March 5th at 2.45pm, all welcome at the thanksgiving service at St. Nicholas church H.M.S. Drake followed by private cremation. No flowers please, donations in lieu made payable to Ward 23 North Staffordshire Hospital N.H.S. Trust may be sent to: Walter Parson, Riverside, Costly Street, Ivybridge, Devon PL21 0DE Tel. (01752) 690909

ment. Feb. 9.



NAVY NEWS looks back through its pages to recall some of the April headlines of past decades . . .

40 years ago

PRINCESS Margaret had launched the guided missile destroyer HMS Hampshire at John Brown's shipyard on Clydebank. The frigate HMS Eskimo was launched at Cowes and the cruiser HMS Blake had been accepted into service.

Forty ships had taken part in Commonwealth joint exercises in the Indian Ocean and Bay of Bengal. They included warships from Britain, Australia, New Zealand, India and Pakistan.

30 years ago

ONE WOMAN was among the 400 ratings to be advanced to the new rate of Fleet Chief Petty Officer. She was CWREN (Stores) Beatrice May Willis who joined the Navy in 1947

HMS Dreadnought had become the first British submarine to break surface at the North Pole. Her patrol took her 1,500 miles under the ice, and she collected scientific data before returning

20 years ago

ONE of the Navy's best-known landmarks for the previous 50 years, the China Fleet Club in Hong Kong, was to be demolished. The valuable waterfront site would be re-occupied by a multi-storey block, several floors of which would accommodate the new club.

The Second Frigate Squadron was disbanded. Its training role would be extended to other ves-sels for a week or two at a time, so freeing the frigates of the squadron for operational use

Officer promotions

PROMOTIONS to Lieutenant Commander RN and Major RM effective October 1 this

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SURFACE & SUBMARINE

LI JL. Clark, LI I.B. Clarke, A/LI Cdr P.E.

Dunn, LI S.R. Gough, LI T.C. Green, LI L.A.

Gritt, Lt J.P. Howe, LI A.T.F. Kerr, A/LI Cdr J.

Kerr, LI R.D. Limtern, LI J. McKerrann, LI M.P.

Metcalle BEM, A/LI Cdr P.G.A. Noblett, A/LI

Cdr C.J. Nugent, LI P.F. Reid, LI P.S. Roberts,

A/LI Cdr S. Roberts, LI A. Rogers, LI K.

Rowlands, LI N.J. Smith, LI K.A. Turner, LI

A.B. West LI G.J. Wilson A.B. West, Lt G.J. Wilson.

AIR
Lt J.P. Bowers, Lt S.E. Brunsden-Brown, Lt
A.D. Clinik, Lt R.T.M. Deverson, Lt J. Duncan,
Alt Cdr R.A. Eatwell, Lt R.A. Forster, Lt M.A.
Graham, Alt. Cdr N.R. Griffin, Lt P.F.
Hannigan, Lt. M.W. Hanrahan, Lt G.G.
Jaggers, Lt A.R. Knight, Alt. Cdr M.P. Liggins,
Lt B.J. Nicholas, Lt G.A. Richardson, Lt J.S.
Scivier, Lt R.N. Sneddon, Alt. Cdr R.B.
Tattersall, Lt N.E. Weightman, Lt D.R.
Westley, Lt C.B. Yelland.

ENGINEERING

Lt J.A.L. Baggaley, Lt A.N. Bannister, Lt D.L. Barrett, Lt D.J. Cox, Lt L. Crawford, Lt K.J. Cunnane, Lt S.P. Davies, Lt M.D. Dewsnap, Lt N.B. Dunsby, Lt S. Evans, Lt J.L. Farrington, Lt R.T.A. Hancock, Lt G.P. Hooper, Lt B.B. Horwell, Lt. M.J. Johnson, Lt PH. Lake, Lt M.P. Langrill, Lt D.J. Leaning, Lt R. Metcalf, Lt

I Mills, Lt S.D. Milchell, Lt J.N. Morgan-Hosey, Lt B.J. Mountjoy, Lt A.R. Phillips, A/Lt Cdr N.A. Rowan, Lt C.M. Stanham, Lt P.L. Stobie, Lt S.J. Taylor, Lt D.G. Walsh, Lt S.P. Walton, Lt A.D. Wray, Lt J.A. Wroblewski.

TM/IS

Lt D.M.L. Baines, Lt K.D. Hutton, Lt J.E. Procter, Lt E.K.B. Wharrie.

SUPPLY BRANCH

Lt M.C. Cottis, Lt A.T. Fearnley, Lt P.A. Jackson, Lt M.M. Knowles, Lt M.G. Melville-Brown, A/Lt Cdr J.B. Ryan, Lt I.K. Taylor, Lt D.W.A. Walker, A/Lt Cdr A.W. West, Lt D.M. Wilman, Lt M.A.H. Wooller.

MEDICAL SERVICES

A/Lt Cdr I.M. Phillips, A/Lt Cdr T.J. Ryder, A/Lt Cdr P Simpson, A/Lt Cdr R.A. Stead.

ROYAL MARINES

Capt G.W. Fraser, A/Major G.E. Green, Capt W.F. Hannah, A/Maj A.P. Kelly.

NON-SPECIALIST FEMALE OFFICERS Lt E.J. Simpson

QARNNS

Lt T.W. Aldwinckle, Lt D.J. Knight

Selections took account of reserved rights promulgated in BR8373 Art 3211.

Those selected are to note BR8373 for les concerning return of service and her promotion regulations.

Promotions to Chief

AUTHORITY was issued by Commodore Naval drafting in March for the following to be

Whittington (Ocean), I. Williams (SSA/Capt MCTA).

To CCWEA - M.J. McCormick (Upholder TRG Team), A. Roberts (Spartan), R.

ARTIFICER/TECHNICIAN

To CPOAEA(L) - S.J. Mallaby (RFANSU).

To CPOAEA(R) - S.A. Hole (899 Sqn Heron), A.C. Wood (829 Fit 218).

To ACPOMEA - G.S. Mayes (Vanguard Port), A.K. Smith (CFM Portsmouth).

To CPOWEA - M.F. Carins (Collingwood), J.C. Wright (Gloucester).

WEAPON ENGINEERING CPOWEM(R)

FLEET AIR ARM (ENGINEERING)

FLEET AIR ARM (NON ENGINEERING)

To CPOA(AH) - S.Dando (846 Sqn), K. Garnham (Fearless), M.K.S. Clifford (RNAS Culdrose), J.R. Young (815 Sqn. HQ).

To CPOA(PHOT) - D. McCormick (DGCC).

To CPO(SSM) - J.C. Wilkinson (Tireless).

Deaths

Mne Mark Gordon Prottey, RM Poole, at prohester Hospital. Feb. 22.

Vice Admiral Harry George De Wolf CBE, DSO, DSC Chief of Naval Staff Canada 1956-60, WW2 destroyer CO including HMCS Haida (Normandy campaign 1944 – DSO, DSC), Assistant Chief of Naval Staff 1944-47. CO of Canada's first aircraft carrier, HMS Magnificent, and Senior Canadian Naval Officer Afloat. Flag Officer Pacific Coast 1948-50, Vice Chief of Naval Staff 1950-52, Chairman of Canadian Joint Staff Washington 1953-55. Dec., aged 97.

Capt Hardress Llewellyn (Harpy) Lloyd CBE, DSC, WW2 Coastal Forces CO, served 1931-66. Appointments: Frobisher, Delhi, MTB 06 (CO) member of 1st MTB Flotilla at Malta – sank in gale, Hornet, Beehive , CO 4th MTB Flotilla in MTB 34 (MID) and MTB 30 (DSC); Vernon (Torpedo Branch course), Jackdaw, Colossus, Zephyr, Myngs, Barrosa (CO), Striker (CO), Meon (CO), Tiger (CO), Vernon (CO), Commodore Amphibious Warfare Far East, Joined Plessey Marine to promote sales of anti-subvrnarine equipment. Aged 83.

Capt Paul Jetfrey Bootherstone DSC.

promote sales of anti-subvmarine equipment. Aged 83.

Capt Paul Jettrey Bootherstone DSC. CO of HMS Arrow in Falklands War. Served 1956-92 first as Seaman officer then as fixed-wing pilot flying from HM ships Hermes, Centaur and as flying instructor. Other appointments included: Brinton (CO). Ambuscade, Dept Naval Air Warfare, staff of Naval Secretary. Battleaxe (CO). RNAS Culdrose (CO) 1987-89, Naval Adviser to to High Commissioner in Ottawa 1990-92. Secretary and Chief Executive of Masonic Samaritan Fund, Freeman of City of London, member of Association of RN Officers, March 1, aged 62 (of heart attack while skiing in Austria). Thanksgiving Service at St Paul's Church, Bedford Street, WC2 at 3.30 on April 26.

Church, Bedford Street, WC2 at 3.30 on April 26.

Cdr John William Goulder MBE, served 1937-72 in Ganges (joined as Boy Seaman), Ramillies, Shikari, Resource, Cossack (Altmark Incident), Pembroke, Golden Eagle (Dunkirk), Goathland (D-Day), Diadem, Lynx, Belfast, Diamond, RN Staff College Greenwich and as Deputy Captain of Port Portsmouth. Past vice president of Kent branch of RBL, former secretary 1st Destroyer Flotilla Association, and associated with Chatham RN Gunnery Instructors Association, HMS Ganges Association, Norlolk Division and RNA. Aged 79.

Constance Pearn. served in WRNS 1941-45. As secretary to Capt Baker-Cresswell, served at sea in the large motor yacht HMS Philante in WW2 at the height of the Battle of Atlantic, and was awarded the Atlantic Star. Feb. 21, aged 82.

Leigh (LT) Tongue, ex-Stoker and former Portsmouth Field Gun team member (twice) and trainer. Played football for Combined Services. Ships included Fearless, Illustrious, Brazen. Temeraire, Sultan. After leaving RN joined P&O Ferries at Portsmouth. March 1, aged 44.

Sir Charles Fletcher-Cooke OC, served

aged 44. Sir Charles Fletcher-Cooke QC.

"Sir Charles Fletcher-Cooke CC, served WW2 in Naval Intelligence L1 Cdr RNVR, US Naval Intelligence laison officer in USA 1943; Cabinet Office as Admirathy's representative on Joint Intelligence Staft, Conservative MP Darwen (Lancs.) 1951-83, delegate to Assembly of Council of Europe 1954-55, MEP 1977-79, Chairman of One Nation group and of Conservative Legal Affairs Committee 1979-83, Aced 86.

Sir Michael Grylls, RM lieutenant 1952-55, seeing active service in Egypt. Conservative MP for Chertsey 1970-74 and for North West Surrey 1974-97. Chairman of Conservative Trade and Industry Committee 1981-97 and Small Business Bureau 1979-97-Feb. 7, aged 66

conservative rade and industry committee 1981-97 and Small Business Bureau 1979-97.Feb. 7, aged 66.

Lt Cdr Anna Tait Kettles RD and Bar. RNR. Served in Tay Div. RNR 1961-92. Retired NHS technologist. Feb. 25.

Al Lambourne, ex-CPO COXN, served in RN for 24 years including WW2 in RN dediterranean. Former treasurer Guernsey Football Association, Guernsey RNA, RMA and RBL. Jan. 11, aged 79.

Eric Pendrey, ex-AB, served 1943-45 in HMS Orion. Member of HMS Orion Association. Nov. 3, aged 75.

Canon Briscoe OBE, chaplain of Wirral & West Cheshire branch of British Korean Veterans Association. Served as padre with Parachute Regi (wounded at Arnhem). Later served with RN in Korean War in HM ships Belfast, Ceylon, Ocean. Parish priest at St Winefride's RC Church, Neston until retirement. Feb. 9.

(1971), Tiger, Nelson (dental). Dec. 27, aged Peter Tarrant, ex-LS, member of HMS

Duke of York Association. Dec. 9, aged 73.

Dennis O'Brien, ex-SEA, member of
HMS Duke of York Association. Feb. 4, aged

Reg Keep, ex-Sgt RM. Ships: Devonshire, Beltast, Jufair, Rooke, Intrepid, Loch Fada. Member of Loch Fada Association. Feb. 13,

Mediterranean, D-Day, Pacific, Indian Ocean, Member of HMS Firedrake and HMS Warspite Associations. Feb. 8. aged 82.

Cyril (Nobby) Clark, ex-AB (HSD). Ships: Firedrake, Kitliwake, Nemesis. Member of HMS Firedrake Association. Feb. 9. aged 88.

Percy Smith, ex-Sig RNZN. Member of HMS Serene Association (served on board 1945). Jan 31 in Onerahi, NZ, aged 83.

George W. Lovett, ex-CPOO COXN. Ships: Gloxonia, Norfolk, Serene. Member of HMS Serene Association. Feb. 4 in Johannesburg, S. Africa, aged 91.

Tom Iddon. Ships included HMS Magpie. Founder member of HMS Magpie Association and member of Capt Walker's Old Boys Association. Feb. 12.

JIm Dawson, ex-SA. Ships included HMS Auckland. Jan. 31.

Mervyn Ashley, ex-Sto. Ships included HMS Auckland. Jan. 31.

George Rose, ex-AH, served 1956-58.

Member of Aircraft Handlers Association. Len Jarvis, ex-Sto serving in BYMS and MMS vessels. Standard bearer York branch RN Patrol Service Association.

Reginald Bebbington, survivor HMS Kelly. In Spain, Jan.

Ralph Hover, ex-CPOMA, served 1954-

man in RN F Service 1942-46 on E. Coast convoys, HMS Lord Plender and BYMS 2052. Aged 76.

Schools retitled

the Navy's hydrographic/meteorospecialisation and the schools which teach the subject, their names have been changed.

The RN Hydrographic School is now the RN Hydrographic and Meteorological School (Drake) or RN HM School (Drake). The RN School of Meteorology and Oceanography is now the RN HM School (Culdrose); and the Applied Oceanography and Meteorological Centre is now the Tactical HM Section (Dryad).

Keith Blenkharn, ex-CPO REM, served 22 years and was HMS Coventry survivor in Falklands War. Other ships included Berwick, Blake, Tartar, Antrim, Intrepid, Feb. 17, aged George Harrison, ex-POSA. Member of

nelope Association (served in ship HMS Penerope Association (served in single 1942-44).

Eric Theedom, ex-PO LTO submariner. Boats included H33, Storm, Affray, Life member and founder member Australia branch of Submariners Association. March 7, aged 78.

Marie Conway Scott (nee Connolly), ex-WRNS SBA. Trained and worked at Portsmouth and HMS Harrier (1949-51).

ASSOCIATION OF RN OFFICERS

Lt Cdr T. C. Andrews. Served: Sanderling, Lt Cdr D. H. B. Barrett DSC, MNI. Served. way, Shark, Penn, Royal Albert, President,

Lt Cdr G. W. Bolton MBE, DSC. Served gonaut, Pembroke, Liverpool, Excellent,

Lt (E) M. G. Bunn. Served: Ark Royal. Orion, Minerva.

Capt M. F. S. Burn RM. Served: Calcutta,
Cleopatra, Ganges.
Cdr J. Carmalt-Jones. Served: Iron Duke,
President, MOD.

resident, MOD. Lt Cdr (E) Cheffings BEM. Served: Forth, ledpole, Britannia, Torquay, Manxman, Tyne,

Itan, Cochrane.

Lt Cdr (E) R. A. Cummings. Served: Tyne,
mys. Pellew, Tamar, Collingwood, Kenya, Pellew, Tamar, Collingwood. Cochrane, Neptune. Capt (S) C. A. Douds OBE. Served: Norfolk, Simbang, Terror, Vidal, Victorious, Saker, Cochrane, Daedalus, Warrior,

(S) W. H. Field OBE, DSC, Served: Cossack, Naiad, Pembroke, Glory, Newcastle, President, Daedalus,

Cochrane. Lt Cdr M. A. J. J. Hanrahan. Served: Venerable, Malta, Apollo, Indefatigable, Sea

Venerable, Malta, Apollo, Indelatigable, Sea Eagle, Londonderry, Lt Cdr P. F. S. King. Served: Courageous, Victorious, Furious, Begum, RNAS Colombo. Lt Cdr (Cg.) D. E. Norris. Served: Mauritius, Hercules. Fisgard, Forth, Osprey, Dolphin. Capt J. R. Odendaal MBE, RM. Wardmaster Lt N. Sansom. Served: Ganges, Victory, President, RNH Plymouth. Cdr D. F. Townsend OBE. Served: Hawkins, St Vincent. Norfolk, Devonshire, Tenacious, St James, President, Tamaki. Lt S. H. Wragg. Served: Siskin, Falcon, Hermes, Excellent.

ROYAL NAVAL ASSOCIATION

Thomas Bernard Jones, Runcorn, Ships: Cumberland, Dainty, Crane, Euryalus, Member of HMS Crane Association, Aged 67. Louis Malone, founder member and com-mittee member Caerphilly, Ex-LCK, Ships included Barbastelle, Centaur, Ark Royal, Feb. 11, aced 68.

11, aged 66.

Raymond Gibling, Colchester, Ships included Breakmore, Hotspur, Veteran of Russian convoys, Feb. 13, aged 75.

Arthur Elliss, vice president Maidstone. Ex-RMLI and RN. Aged 96.

S/Lt Alec B. Gilroy SAN & RN, Princes Risborough, Served 1942-46. Ships: Birmingham, Burdock, 42 Escort Group (N. Atlantic), Excellent. D-Day veteran. Aged 76.

Leslie Harwood, Portsmouth, Feb. 16.
Joan Pluthero, Ferndown. Ex-WRNS, Feb. 25.

Feb. 25.

John Andrews, Bude and formerly
Chatham, Brentwood, Southend. Ships
included HMS Constance. Feb. 26.

Tom Sayer, Colchester. Ex-Gl, Ships:
Ganges, Arethusa, Kenya, Warspite. Feb. 22,
aged 78.
Noal Shawara

aged 78.

Noel Sherwood, secretary Launceston.

Ex-LEM, served 1949-63. Ships: Contest, Torquay, Vigo, Carysfort, Hardy. Jan. 28, aged

68.

Peter Charles John, Crewe. Ex-LS, served 1938-53. Ships: Ganges, Maori, Brilliant, Western Isles.

J. Clay, Capenhurst. Ex-RM.

Kenneth Charles Sansom, Bloxwich.

Kenneth Charles Sansom, Bloxwich, Served 1938-54. Ships included Liverpool and minesweepers. Feb. 16.

Bill Cowley, Bury St Edmunds. Served 1944-50 including minesweepers. St Edmundsbury local authority councillor and former Mayor. Jan. 28, aged 74.

Johannes (John) Ditmer, Bury St Edmunds, ex-Royal Netherlands Navy who escaped to UK when Germans invaded Low Countries 1940. Then served in RN. Aged 78.

Charles Heptinstall, Brentwood. Also member of RN Patrol Service Association. Feb. 11.

Joan Pluthero, Ferndown and formerly Harnworth, Ex-WRNS 1942-46. Altred Mollart Reeves, vice president and inder member Stoke-on-Trent & District. Feb.

28, aged 89 28, aged 89
Frederick Jackson Smith, Carlisle & District. Ex-AB, served 1938-53 and then as Sea Cadet instructor. Ships: Caledonia, Jackal, landing craft (D-Day), Seymour, Illustrious and shore base in S. Africa. March 1, aged 77.
Tom Lister, Harwich & District. Ships included HMS Diadem. Member of HMS Diadem Association. Feb. 10.
Will Burke, hitcheribid Ex-CPO sensed.

Wilf Burke, Huddersfield, Ex-CPO, served 198-50. Service included: Concord, Berwick, Scorpion, Triton, Olna, Illustrious, March 4, aged 91.

Kenneth Catlow, treasurer Bletchley & District RNA Club. Ex-RM bandsman and standard bearer Bletchley branch of RM Association, Feb. 18.

Association. Feb. 18.

Richard White. Cork & County. Ex-CPO.
Ships: Jewel, Illustrious, Vanguard, Penelope.
Charlie Hayes, Cork & County. Ex-CPO.
Albert Hardy, Calne. Ex-Sto who served in WH, including HMS King George V in home Fleet. March 12, aged 101.

Richard (Jim) Caswell, Calne. Ex-CERA.
Burna Star veteran, in HMS Akron at liberation of Singapore. Aged 77.

Herbert, Goddard. Lydd, & Dunneness.

Herbert Goddard, Lydd & Dungeness.

Roy Manners, former chairman and president Bude. March 5, aged 70.
W. H. (Harry) Bagg, former chairman Birmingham (Sheldon). Served 1941-46. Ships included Howe (Pacific), Nelson. March 5, aged 79.

To CPOCT - I.E. Wilson (JSSU Oakley)

To CPOAEA(I): S.J. Mailady (HFANSU).
To CPOAEA(M) - R.A. Adams (RNAS Yeovilton), C.A. Bowen (ES Air MASU Sea), J.L. Norman (RNAS Yeovilton), C.M. Roddy (829 Fit 244), S.M. Walling (815 Fit 239).
To CPOAEA(B): S.A. Walling (815 Fit 239).

To CPOMEA - I. Aisbitt (Drake CBP(DLO), M.A. Dear (CFM Portsmouth), A.J. Robinson (Vanguard Port), A.D. Smith (CFM Portsmouth).

SUPPLY To CPOSA - A.J. Turner (Talent).

To CPOAEM(M) - D. Wood (RNAS Culdrose), C. Davis (824 NAS), I.G. Betts (849 Sqn B Fit).

To CPOACMN - J.R. Hounsome (771 SK5 SAR), S.R.J. Lewis (824 NAS), C.S. Hicks (RNAS Culdrose).

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To CPO(SSM)(O) - J.R. Ulke (Turbulent), Goodall (Victorious Port).



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ment. Feb. 9.

Joe Reeves, ex-CPOMA, served 1957-79, including RNH Haslar, Ganges, St Angelo

Member of Loch Fada Association. Feb. 13, aged 71.

A. Chas Lord, member of Algerines Association (Bramble). Jan. 12.
Charles H. Swallow, member of Algerines Association (Freda). Nov. 27.
Robert C. Garrard, member of Algerines Association (Michael, Maglicienne). Jan. 2.
Thomas William Bultitude, member of Algerines Association (Hare). Feb. 2.
Dave (Plp) Lemon, ex-MEM1 National Serviceman 1953-55. Ships: Raleigh, Warrior (Korea). Feb. 14, aged 69.
Johnny Bridge, ex-LS gunner, served 1938-1950s. Ships included Firedrake, Warspite. WW2 veteran of Affantic, Narvik, Mediterranean, D-Day, Pacific, Indian Ocean. Member of HMS Firedrake and HMS Warspite Associations. Feb. 8, aged 82.

RN Patrol Service Association.
Reginald Bebbington, survivor HMS
Kelly. In Spain, Jan.
Ralph Hover, ex-CPOMA, served 195479. Service: Cassandra, Bulwark, Adamant,
Maidstone, Raleigh and RN Hospitals Hong
Kong, Bighi, Plymouth. Jan. 31, aged 64.
Tony (Ginge) Wake, ex-CPO(E)1 Mech,
served 1954-78. Ships: Ark Royal, Galatea,
Daedalus (829 NAS aicraft engineer instructor). Later worked for Laker Airways, Bristow
Helicopters, British Caledonia, Airbus and as
BA Engineering Sales Manager (N. America),
Kenneth MacDonald, ex-CPO, served
1932-56. Ships: St Vincent, St Angelo,
Blanche, Winchester, Ebbtide Courageous,
Ark Royal, Excellent, Victory, Pembroke (for
pilot training), Amazon, Orlando, Sakin,
Arbury, Comus, Gamecock, Saintes, Member
of HMS Comus Comrades, Feb. 16, aged 84.
Geoff Mason, Rolls-Royce Aero Engines
representative with RN for 20 years, covering
RN air stations Culdrose, Porfland and
Prestwick, Oct 30, aged 61.
George W, Svenson, ex-L/Tel submariner,
WW2. Boats included Turbulent, Talent,
Artemis, Feb. 18, aged 78.
John Draper, chairman of HMS
Cumberland and HMS Sparrow Associations.
March 5.
Ronald Card, ex-Seaman in RN Patrol

TO IMPROVE the link between



Sport



New girl makes her mark at tennis

NEW player Sarah Carroll caused quite a stir at the Royal Navy women's indoor tennis championships when she partnered WO Nikki Hudson to success in the doubles competition.

Sarah, a WSA from HMS Heron, is one of a growing crop of young players mixing in with the established team as the new season gets under way.

But it was one of the old hands who took the limelight in the sin-gles as POWPT Jeannie Bone won a close final against WO Hudson.

The RN ladies team then went close to taking the inter-Services title in the B's tennis tournament at Aldershot, finishing second to

the Army.
A strong showing in the singles, with wins from Lt Cdr Caroline Williams and Lt Sally Newman, was followed by mixed fortunes in the doubles - Sally and Caroline had one win and one defeat, as did second pair Surg Lt Fleur Marshall and LNN Sharon Fraser-

Any ladies interested in joining the team should contact RNWSO at HMS Temeraire for details of future fixtures and tournaments.

The Army also swept the board in the men's competition, although the RN team put up a spirited display and entertained the crowd with some audacious play on doubles day.

The men's team featured five debutants to the competition – Andre Usborne, Andy Griffiths, John Stamper, Andy Wildin and Dominic Spivey – with team captain Chris Usborne, Steve Pearson and Clive Lunn adding the experience and entertainment.

Anyone interested in joining the men's squad should contact Clive Lambshead on 9380 24193 for details of fixtures and coaching in their area, while those who wish to be considered for the women's team should contact the RNWSO at HMS Temeraire.

Tough build-up to tough match A TESTING series of matches should have provided the Royal Navy's rugby union squad with ideal preparations for the big match against the

Army at Twickenham. The retirement of veteran players has given younger players their chance to break into the senior team, and a 24-13 win against a touring West Indies side in October was a good start.

But a series of defeats against strong opposi-tion - 25-0 against Cornwall, 30-29 against

London Old Boys, 25-12 against Devon, 15-10 against Oxford University, 18-10 against Somerset, 31-9 against Cambridge University and 20-5 against Exeter - followed.

The experience gained from will be tested to the full at Headquarters on May 5 in the Army

vs Navy match, sponsored by Willis. The ticket hotline is on 0870 4446633, and details are available on MODWeb, 2SLWeb and

Gates open at 1130, and other attractions include the Combined Services U21s playing the England Students, and the national U12s Rugby Festival, as well as interactive Service

■ The RNRU Sevens tournament will be held at HMS Collingwood on April 4 between 1000 and 1700, when a strong Collingwood squad will attempt to break the mobile Royal Marines' team's stranglehold on the event. Entry is free.

A HIGH speed crash in training scuppered the Royal Navy's attempt to retain the inter-Services tobogganing trophy.

required three operations and two weeks in a Swiss hospital after the crash, on the

The accident hit team morale, but the

Navy rallied sufficiently to take second place behind an impressive Army squad in

the battle for the Prince Philip Trophy.

Team captain Lt Cdr Andy Mills (SM1) took second place, just 0.06s behind the winner, although Andy already had two tro-

phies in the bag from earlier races.

The other team members were Lt Cdr

Paul Hart (exchange Royal Brunei Navy), Lt Jamie Summers (HQRM), Lt Dan Hooton (COMNA Yeovilton), Lt David Gillett (HMS Dulverton), Cpl Ian Breeze

(FRMPO, Clyde) and novice OM Dan Broome (HMS Dulverton).

sled down the Cresta Run at speeds of up to 80mph who are available for three weeks

Anyone with the nerve to guide a 50kg

Cresta Run in St Moritz.

Pete Sellers (HMS Ocean)

Runners clinch western league

AFTER a decade of trying, the Royal Navy Athletics Club has won the Westward League senior men's cross country trophy, writes Lt Cdr Graeme Riley.

The victory was sealed at Paignton, when a weakened team
- a number of key runners were in warm-weather training for the inter-Services championship, finished second to Exmouth Harriers.

With the Exmouth fixture cancelled because of foot-and-mouth disease, the RN record of second places at St Austell, Redruth, Exeter and Paignton, plus a win at Bideford, were enough to secure the prize.

Sean Child's seventh place at Paignton rounded off a good season for LPT Childs, who took fifth place in the aggregate league plac-

Behind him were S/Lt Mike Oakes (16th at Paignton), PO Bob Goutcher (21st), Lt Cdr Ken Houlberg (26th) and Mark Bird

The ladies also struck gold at Paignton, winning their first Westward League

Lt Do Aherne (8th) just edged out S/Lt Carolyn Kenyon (9th) to be the first RN runner home, with Lt Linda Lawrence finishing 15th, good enough to put her 6th in the overall rankings. The team fin-ished 4th in their first season in the

Bob Chapman (civilian member), in an injury-hit season, lost out by a single point in the Vet 50 category, scoring 398 points to the winner's 399.

But there was to be disappointment for Cpl Mark Croasdale, hot favourite for the inter-Services men's title, when the event was cancelled because of the foot-andmouth crisis.

Mark now turns his attention to the London Marathon, where he hopes to improve on the Navy record he set last year.

Cold challenge

THE REME Stallions are looking for anybody interested in training or playing ice hockey, and are also keen to find other Services, Corps or Regiments to play.

Contact WO2 (AQMS) Patey on 9214 841 5470.

Cresta Run crash scuppers title bid



High excitement

A THREE-week expedition to

Corsica to complete the traverse of the Haute Route is being planned for August – contact Lt Grant Lewins on 9375 41532 or 01752 811532 for details.

Neptune take charge

NEPTUNE held court when the Royal Navy inter-establishment squash championship reached the final stages.

The Scottish team, with four RN players in their ranks, overpow-ered HMS Sultan 5-0 in the final, in which Lt Cdr Robin Young, RN Veterans captain, managed to scramble just one point from RN captain LWTR Jason Youdale, playing for Neptune in his last

competition in the Service. Neptune had already beaten HMS Excellent 5-0 in the semiswhile Sultan overcame HMS Nelson 4-1. Nelson took third place with a 3-2 win over Excellent. ■ The AGM for the RNSRA will be held in the Rugby Clubhouse, Burnaby Road, Portsmouth, on Friday, May 11, at 1000.

· Royal Navy forward WAEM Pam Williams, leads a

Students vanquished

THE RN women's rugby team have recorded an impressive win over Southampton University.

Navy forwards dominated from the off, and second row LWOM Paula Bennett scored after four

minutes. Much of the first half was played in the stu-dents' 22, and further tries from Bennett, wing WRN Sarah Hopkinson and scrum half LWPT Wendy Briggs, with two conversions, gave the RN

a half-time lead of 24-0.

The Navy also dominated the second half, with Bennett completing her hat-trick, Briggs scoring a second and right wing LWPT Jane McAllister completing the scoring at 39-0.

■ Any lady rugby players, or those keen to take up the sport, should contact Lt Sian Howells on 9375 52838, or Lt Vikki Ferguson on 9380 23958.

next January should contact Lt Cdr Mills on Faslane ext 7556, or see the RNWSA website (www.rnwsa.com) for details. Water weekend

WINDSURFING legend Peter Hart will be on hand with advice and instruction during a RN/RM windsurfing open weekend.

The Calshot Activity Centre has been exclusively booked for Service personnel and their dependants on June 9-10.

And, depending on the weather, there will be instruction on the water using video analysis, rigging clinics and classroom work,

with other instructors also on hand to help. Although aimed at improving technique, newcomers are also welcome, and suitable equipment will be available free of charge. There will be a range of demo equipment to

try out, and overnight camping is available. For further details and to register your interest, contact Lt Cdr Simon Kingsbury on 9375 65834, or Lt Cdr Steve Bignell on 93825 2600.

Rolls Royce help Navy swimmers to victory





Micky Nolan in full flight in the 50m butterfly.

ROYAL Navy swimmers and water polo players struck gold in competitions at home and

A nine-man swimming team, sponsored by Rolls Royce, trav-elled to the Dutch Open National Masters event to take on the best of Northern Europe.

The 4x50m medley relay team missed the British record by less than a second, but Nick Vaughan, Micky Nolan, Ian Fairhurst and Martin Cramp smashed the British 4x50m freestyle relay time by over half a second on the second day.

The team bagged 16 gold, 17 silver and three bronze medals – a tally of 36 out of 48 swims, and to round the event off, the Royal Navy was the team of the competition.

The squad is now preparing for the GB Long Course champi-onships in June, where they have their eyes on their 4x50m long course freestyle relay record.

Meanwhile the RN water polo

team won the Lady Richmond Brown challenge cup at the HMS Collingwood pool.

Teams from Southampton University, Andover, Portsmouth, Bournemouth and Basingstoke were also in the hunt for honours, but the Navy came up trumps in the final, beating the University 3-2 to take the trophy for the first time since 1987, to the delight of Commodore Davies, Commodore of HMS Collingwood, and himself a Navy water polo team player.

WITH the prospect of a new 25-metre pool at HMS Heron. the RN Amateur Swimming Association decided to hold an inaugural Masters swimming competition, which was attended by civilian clubs from as far afield as Oxford.

The Navy fielded an extremely strong side of both serving and retired Service personnel, and competition was tight - three Navy swimmers finished one race with identical times, and had to be split by the judges.
It was also a chance for

arch-rivals Commodores Peter Davies (HMS Collingwood) and Laurie Brokenshire (HMS Raleigh) to compete again, and the RN also put up a fourman relay team in the 160-199 total age category – two com-modores and two commanders.

Commodore Davies, as Chairman of the RNASA, also had the privilege of presenting the overall winning team trophy to his own side.

Classic







 The Commanding Officer of RNAS Yeovilton, Commodore Richard Clapp officially opens the air station's new climbing wall by cutting a ribbon half-way up. He then impressed the crowd by completing the

Luck of the Irish

HMS COLLINGWOOD boxer Mo Morrision had the luck of the Irish when he fought at the RN Cup boxing championships.

Not only did OM Morrison take the Navy novice bantamweight title, but he also won the RN/RM Sports Lottery, scooping £4,500 from the boxing show's main sponsor.

Mo intends to use the money to help pay off his grandmother's mortgage – to thank her for being his main guardian and raising him through child-



CMEM George Barclay on the attack.

Fearless on tour

TEAMS from HMS Fearless undertook a sports tour of their affiliated town of Scarborough

The tour is the highlight of the amphibious assault ship's sporting calendar, and across the various sports the honours were shared.

The ship's golf team beat the Northcliff team 3-2, but lost by the same margin to Southcliff.

Fearless won both football matches, beating the Town Hall 5-2 and Scarborough Police 3-1, but lost the hockey 4-0 to the town side, and the rugby team similarly slipped to defeat by 17-15.

Women lead in cricket

NAVY women are taking a lead in redeveloping the sport in the

Royal Navy women's cricket was reintroduced in February last year after an absence of 35 years, yielding a squad of around 16 ranging from begin-ners to those with a little experi-

Initially, eagerness and commitment was a substitute for skill and knowledge, but by the end of their first season there was a marked improvement - a credit to the professional coaching skills applied. Women's cricket is now an

established element of the RN Cricket Club, and eight fixtures are planned for this season, including matches against the Hampshire U19s at the Nursery

ahov

ONE ATHLETE in the London Marathon will

stand out from the others - he will be wearing a ship.

22, in full tropical kit, carrying a mock-up of a ship.

Centennial Fund. Send donations, payable to 'JC McGowan', to John at the UPO, HMS Neptune,

HMNB Clyde, tel 93255 6881, or 07949 181550, e-

mail on Navy intranets to HMS NEPTUNE-WTRNG.

WTR John McGowan will run the race, on April

John is raising money for the Cot Death Society, the HCPT foundation and the Submarine

Ground in Southampton and

the MCC Ladies at Burnaby

Now the Navy has approached the Army and RAF to canvas support for women's cricket in their Services, with a view to holding an inter-Services championship in 2002. Neither the Army or RAF has a women's team at present.

If you are interested in joining the RN squad, contact Lt Cdr Fiona Fawcett, RNWCC chairman, on 93835 4246 or 4958, Lt Phillipa Sargent on 93843 2482, or Lt Cdr David Cooke, on 9380 23741.

Carriers test new pitch

TEAMS from two aircraft carriers battled it out in the first hockey match to be played on the new water-based pitch at Burnaby Road.

Umpired by the Royal Navy's Hockey Association secretary, Lt Cdr Alan Walker, and CPO Keith Crockett of CFM, the game saw HMS Illustrious beat HMS Invincible 3-1, with goals from CPO Smith, PO Crabtree and MEM Burlingham doing the damage.

car rally tours France A RETIRED submarine engi-

neer officer has had his entry accepted for this year's running of the prestigious French classic car rally, the Tour Auto.

Cdr Eoin Sloan will be driving his ex-works 1974 Porsche Carrera RS 3.0, which was entered for the 1975 Le Mans 24-hour race.

The car will be co-driven by a fellow member of the Porsche Club of Great Britain.

The rally attracts a glittering array of Ferraris, Porsches, Ligiers, Matras and similar cars with genuine racing histories.

Scrutineering takes place on Monday, April 9, opposite the Eiffel Tower in Paris.

The rally starts in earnest the following day and takes in Montlhery, Le Mans (short circuit), and a number of other circuits and hill-climbs before it finishes in Nice on the following Saturday.

Cdr Sloan has organised for the car to carry the Submarine Service's centenary logo throughout the rally.

Best trip of all

Lt Ian Lindsay, of RNAS Yeovilton Air Traffic Control, has been awarded the Naval Air Adventure Training Trophy for the best expedition of 2000 - a cross country ski trip in Germany and



The HMS Sultan pack prepares to drive during the Portsmouth Area rugby union cup final, which HMS Collingwood won 39-10. The winners had already beaten Heron 19-5 and Excellent 28-7 to reach the final, while Sultan beat Dryad 28-5 in the semi-final.

Picture: LAIPHOT) Adrian Hughes (HMS Sultan).

Navy wins when it really matters

INDIFFERENT results in the runup to the inter-Services competition failed to put off the Navy's footballers, who came good when it counted against the Army, writes Lt Cdr Steve Vasey.

Injuries and absences forced RN (Warrior) to come out of retire-ment and join some newcomers in the side to play the Civil Service.

The Navy took the lead with a 23rd minute penalty, but found themselves 2-1 down at half-time.

As the Navy pushed forward in the second half, the civilians found the gaps to score twice more for a

A penalty shoot-out decided the Commodore Ferries Cup for the third year running, but this time the Navy ended up losing, having shut out the lively Guernsey attack and survived the sending-off of LAEM John Delahaye after 80 minutes.

In the return game, two days later, a weakened Navy team notched an easy win, despite falling behind at the start.

The Dark Blues were level on 18 minutes and 4-1 up at half-time, and ended 6-2 winners.

The final warm-up before the inter-Services was abandoned at half-time with the Navy 2-0 up on the Metropolitan Police.

my match switched to HMS Drake from Plymouth Argyle's Home Park ground when a downpour waterogged the pitch.

In heavy conditions, the visitors went ahead after eight minutes, by which time both sides had missed

An entertaining first half of endto-end football ended with just the single goal separating the sides, but it took only three minutes after the break for the Navy to equalise, Terry Price converting a corner.

As the Navy applied pressure, the Army started to give ground, and the home side broke through in the 73rd minute when Steve Riley slotted home a penalty

With the Army having been reduced to ten men in the incident

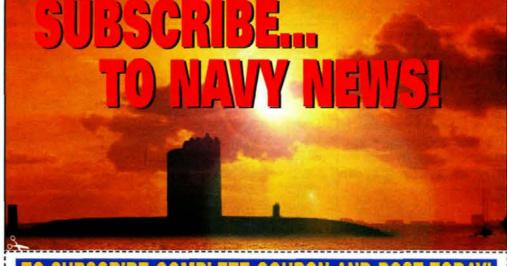
that brought the penalty, the Dark Blues were in the ascendancy, and made certain of the Mercury Cup with five minutes left through Fraser Quirke.

The Royal Navy Youth regis-tered their second consecutive ervices win by beating their Army counterparts at Aldershot.

In a dour, physical encounter, the Navy took the lead midway through the first half, OMAW Colville scoring, and as things got scrappy the midfield, led by Michael Preston, protected the lead superbly.

As the Army pressed forward in the latter stages of the second period the Navy caught them on the break, WEA Waldron slotting home after a defensive mix-up.

■ The Royal Marines were briefly in the spotlight before the Worthington Cup final at the Millennium Stadium in Cardiff. Members of 40 Cdo showed their skill at abseiling, removed decora-tive football discs from the pitch, and escorted the cup at the final



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0 Squadron to disband after 64 years

has a 64-year history, including Battle Honours in World War II and Korea, is to decommission at the end of July.

With the introduction of the Merlin helicopter, the task of training aircrew in Sea King anti-submarine warfare is coming to an end for 810 Squadron based at RN air station Culdrose.

That role will be taken over by 814 Naval Air Squadron equipped with Merlins, with residual Sea King training

being conducted by 771 NAS.
First formed in 1937, 810 Squadron flew Swordfish torpedo bombers and then Barracuda aircraft during World War II, taking part in the Norwegian campaign, the hunt for the Bismarck, Mediterranean raids and the bombing of Sabang in Sumatra and of the Andaman Islands in 1944.

During the Korean War, 810 flew Firefly strike aircraft, achieving 3,446 sorties and in 1950 winning the Fleet Air Arm's prestigious Boyd Trophy. In 1956 the squadron, embarked in HMS Bulwark with Sea Hawk fighters, took

part in the Suez operation. Disbanded in 1960, 810 was reformed

A formal decommissioning parade followed by an informal, all-ranks social function will be held on July 26 at Culdrose. All previous squadron per-sonnel and families are invited and should apply to Lt Cdr A. S. Murray, Decommissioning Officer, 810 NAS, RNAS Culdrose, Helston, Cornwall,

Ban over foot and mouth takes RM Reserves to America

ABOUT 100 Royal Marines reservists whose deployment to Norway was prevented by foot-and-mouth restrictions there found themselves doing their training in California instead.

They were due to join other British forces, including 42 Cdo, taking part in the NATO exercise Joint Winter 2001. But the Norwegian authorities imposed restrictions on entry to the country by those who had left UK and other affected European countries after the foot-and-mouth outbreak.

The RMR men were flown to California where the snow-cov-ered hills offer a suitable environ-ment for ski training.

Norwegian restrictions also meant that the carrier HMS Invincible could not exercise her

role as a helicopter landing platform there. Instead, she embarked a company group of 42 Cdo and carried out the planned exercise in northern Scotland.

Meanwhile, in the UK, all non-

essential military training on private land and military land has been suspended as a result of the foot-and-mouth outbreak.

New Royals chief at helm

NEW Commandant General of the Royal Marines is Maj Gen Robert Fry, who succeeded Maj Gen Robert Fulton in a ceremony held at the Commando Training Centre, Lympstone on March 16. General Fry joined the Corps in

1973 and is a former Chief of Staff of 3 Commando Brigade and a former Commanding Officer of 45 Cdo. In 1997, as a Brigadier, he became Director Naval Staff at the time of the Strategic Defence Review, and in 1999 commanded 3 Cdo Bde during its deployment to Kosovo where he was also com-mander of the Multi National Brigade (Centre).

Sub refit complex 'must be

THE NAVY Board, led by First Sea Lord Admiral Sir Nigel Essenhigh, have visited Devonport to check on the progress of a project to upgrade submarine refitting and refuelling facilities.

D154 Project is to be completed by next year, in time for HMS Vanguard's long overhaul period involving nuclear refuelling.

The first phase of the scheme, the opening of Dock 15 after a large upgrade to withstand earth-nuclear was completed in June quakes, was completed in June 1999, ready for the refit of HMS Trenchant.

Admiral Essenhigh said the facilities are vital to maintain the UK strategic nuclear deterrent, provided by the four Vanguard-class boats, and therefore must be ready on time.

After a close look at how work is progressing, Admiral Essenhigh said he was impressed by the commitment shown and the achievements so far.

"There will be difficulties and setbacks - there always are in pro-jects of this size and complexity but I am fully satisfied there is the will and capacity in the team to achieve completion on time," he

Gloucester on her way East

HMS GLOUCESTER left from Portsmouth on March 19 for a seven-month deployment which will take her half way round the world on a series of defence tasks, military sales exhibitions and diplomatic visits.

The destroyer's first ports of call were to be Gibraltar and Crete and as the ship makes passage for Suez a service of remembrance will be held over the wreck of the ninth HMS Gloucester, a cruiser sunk by air attack during World

After passing through the Suez Canal the Type 42 destroyer will spend two months calling on India, Singapore, the Malaysian state of Sabah, Brunei and Sri

Joint training to start for divers

FOR THE first time in over 40 years, RN and Royal Engineers divers are to train together from April 23. Although the Defence Diving School at Portsmouth has been in existence since 1995, the RN and RE have remained separate in two different training

Leased warships to patrol fisheries

recent years the Ministry of Defence plans to operate warships on lease.

The three Future Offshore Patrol Vessels (FOPVs), for which Vosper Thornycroft is the preferred bidder, are expected to enter service next year on a five-year renewable lease from the company.

The ground-breaking scheme, announced by Procurement Minister Baroness Symons, will provide the Royal Navy's Fishery Protection Squadron with three ships which are much bigger and better than the five Island-class vessels they are designed to

MOD reckons that it will save £10 million a year by operating the



FOPVs twice as many days of the year, with fewer people manning the vessels in rotation.

At 1,677 tonnes they will be much larger than the 1,260-tonne Island ships. Their ships' compa-nies will be smaller – about 30 drawn from a pool of 45 for each

HMS Albion goes

down the slipway

BRITAIN'S new amphibious assault ship, HMS Albion, is sent

down the slipway at Barrow-in-Furness. The Princess Royal launched her at BAE Systems shipyard on March 9. Albion will enter service in a year's time, replacing HMS Fearless. A second assault ship, HMS Bulwark, is due to be launched in December.

ship - and accommodation will be better with single cabins for officers and senior rates and two-berth cabins for others.

The method of crew rotation to keep ships at sea for longer was pioneered by the ocean survey ship HMS Scott.

A DEVONPORT landmark that has provided Naval welfare for the past 125 years is to

finally close its doors.
'Aggies' - the Royal Sailors'
Rest in Albert Road - will wind up
at the end of June because of declining use and high running

Aggies at Portsmouth closed in June 1999 to be replaced by a nearby drop-in facility and creche. The closures reflect changes in the needs of sailors since the RSR was founded by philanthropist Dame Agnes Weston in 1876.

that the Devonport closure would release resources to be used more effectively for members of the Nay and Royal Marines.

would remain.

To replace Aggies in Plymouth, a drop-in centre is being developed at HMS Drake, and there are cybercafe "homes from home" at RN air station Culdrose and the Training Centre Lympstone.

It is expected that further chaplaincy support workers will be appointed to West Country estab-

lymouth

RSR Chief Executive, the Rev Jonathan Martin, told Navy News

Rest centres at Gosport and Helensburgh were well used and

At present fishery protection is carried out by the Island-class ves-sels HM ships Alderney, Anglesey, Chapters and Guernsey, Lindisfarne and Shetland – all purpose built in 1975-79 – with two larger Castleclass patrol vessels and up to four Hunt-class minehunters.

All accommodation will have en-

suite facilities and is designed for

male and female personnel.

The first FOPV is due to enter

service in September next year with

the following two being ready at six-monthly intervals.

At the end of their five-year lease from VT, MOD will have the

option to extend the arrangements for a further five years, buy the ships outright or return them to

All three will be built at the com-pany's shipyard at Woolston, Southampton and will safeguard

MOD sees the selection of VT as preferred bidder for the contract

as an example of Smart Acquisition

about 450 jobs.

DON'T FORGET!

ARMY v NAVY

Saturday 5 May 2001 at Twickenham Kick off 3pm

Tickets

£12.50 adults, £5.00 children and OAPs Discounts for families and schools

> **BOOKING HOTLINE** 0870 4446633

www.navyrugbyunion.co.uk

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From page 1

capsule can be brought back inboard for re-use while a rocket motor launches the missile into the air in



the normal way. A turbo-fan engine then takes over, allowing the subsonic weapon to cruise to its target at

Capt John Kirkpatrick, head of the Tomahawk IPT at the Defence Procurement Agency in Bristol, believes that the breakthrough will give Britain a cost-effective opportunity to purchase the Block IV missiles which are due to enter service in America in 2003.

In the meantime, Britain's Tomahawk capability will be maintained by HM submarines Splendid, Triumph - and Trafalgar which is due

to complete her first test firing in the summer on completition of repairs in Devonport.

Picture: LA(PHOT) Nigel Stevensor

Four further fleet submarines are currently being fitted with Block III TLAM, but the final two Trafalgarclass SSNs and the Astute-class submarines which replace the Swiftsure boats could receive the dual Block III and Block IV-capable weapon control system as standard by 2005.

Tactical Tomahawk could then be back-fitted to the original five T-class SSNs allowing the vessels to launch both Block III and Block IV missiles. Although the plan depends on the fruition of funding talks between the UK and the USA, the Tomahawk Implementation Team believes that all ten Royal Navy submarines could be fitted with a torpedo-tube launch capability for a fraction of the price of a single, vertical-launch system.

Huge savings could also be made on the procurement of the weapons themselves, with Block IV missiles expected to cost about £525,000 as opposed to £800,000 for the original Block III TLAMs and the £1.1 million unit cost of converting older missiles to replace them.

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GANG PLANK





It be that there Easter time again and I be mooring me ship alongside for yonder holiday.

I be asking me crew all about those there chocolate eggs. They found out some tasty chocolate facts and ye can read about them in this 'ere special Easter edition.

I be taking me big hat off to that young slip of a girl Ellen. She be doing more sailing in just a few months than I be doing all me life! Ye can read all about her on this 'ere page!

Me crew and I will be back on the high seas again soon so don't ye forget to keep writing to us! We be getting pretty lonely at sea and we like to know what ye landlubbers are a doing!! Have a happy Easter all of ye! SEE ACTION, SEE POWER

Navy Days! Set in the Historic Dockyard in Chatham the three-day event looks set to be a great one! There'll be no less than 11 warships, two major military bands and a huge amount of displays! From across the seas there will be a Belgian

To send everyone off home in marching mood there'll be a Tattoo every night, with a

PS. Jack and Susie have found out there'll be lots of things for kids to do, including the Nestle Fun Bus and a "have-a-go" radio studio

26th, 27th & 28th MAY 2001

Tickets Adults £8.00 Child £3.00 Family Ticket £15.00 TATTOOS - Gates Open 6.00pm Tattoo 7.30pm - 9.00pm

SEE PAGEANTRY, See all this at the 2001 Chatham

Coastal Recovery Tug and a Dutch Oceanographic Research Ship.

Fireworks Finale!

from BBC Radio Kent!

10am to 5.15pm Each Day

Ticket Prices £5.00

For further information

NATIONAL SEAL ANCTUARY WEDGWOOD

FREE MEMBERSHIPS OF THE SEAURE EXPLORERS GUV

A	C	T	W	I	P	5	C	L
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Н	5	I	F	Y	L	L	E	J
Ε	L	A	Н	W	E	Ε	L	W
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Can you find 12 sea animals from the wordsquare below?

- 1) Lobster 2) Plaice
- 3) Shark
- 5)
- 4) Crab
- Octopus

- Otter 7)
- 6) Pike Seahorse
- 9) Jellyfish
- 8) 10) Whale
- 11) Eel
- 12) Dogfish

For more information on the above attractions please telephone 01202 440022

When you have completed your Word Square send your completed entry to: "The GangPlank Club" HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Name: _____ Age: ____ DOB: ____ Address: Postcode: Postcode:

Closing date for entries - May 4th 2001

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we cannot return your entry

Captain Plank and all the crew were delighted to be in Southampton's Ocean Village recently, to welcome home the amazing sailor.....

ELLEN MACARTHUR.

Captain Plank has met Ellen lots of times on his travels and thinks she's incredible. She's only 24, but she managed to go round the world in a 60ft racing yacht all by herself. Not only that she beat a whole lot of other top sailors and came second in the Vendée Globe race!

Ellen met many dangers on her 24,000-mile journey around the world. She even came face to face with an iceberg in the Southern Ocean. She spent time mending damage to her boat and had to climb that when she finished up her mast in huge winds and seas.

Captain Plank asked Ellen what she is big kiss - right on the looking forward to now:

Ellen: I'm looking forward to spending time with my friends and family, and seeing my dog Mac!

Ellen's yacht was called Kingfisher. Ellen got so attached to the yacht the race she gave it a bow!

Ellen plans to sail Kingfisher again, as soon as she can. Next time though, she may have a few crew to help her.

If you want to send a big well done to Ellen then you can e-mail her at ellen@kingfisher challenges.com or write to Captain Plank at Navy News and he will give her your letters.

why we give Easter Eggs?

Susie was curious why Eggs are so important at Easter. She asked Bert the Deck Hand to find out. He looked it up in Bert's Big Book. This is what it said.

Eggs at Easter

The custom of giving eggs at Easter is

People have been celebrating the coming of Spring since Roman times. Spring is all about things being born and the egg is the symbol of birth. In this country we celebrate the Christian festival of Easter when we remember how Jesus died and then rose from the dead. This is another story of birth and the egg has become a symbol for our Easter celebrations.

Even if you don't celebrate the Christian festival Easter it is still a time to welcome the end of Winter and look forward to all the new lives that will be born in the Spring.



26th, 27th & 28th MAY 2001 WE HAVE TEN FAMILY TICKETS TO GIVE AWAY TO LUCKY

'GangPlank' MEMBERS

Send a postcard marked 'Chatham' to The GangPlank Club, Navy

News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

The FIRST TEN received will be the lucky ones!

ate for entries

The Editors decision is final. Relatives & employees of Navy News are ineligible.







The Great Easter Quiz

Get all your family to join in with the answers. You could offer mini egg rewards for the person with the most correct answers!! (Answers at the bottom of this page)

- Which bird lays the largest egg?
- What is a young hare called?
- Which company makes Crème eggs? 3.
- In America at Easter they play egg rolling on the lawns of a very famous house called the White House. Who lives there?
- 5. What bean is used to make chocolate?
- What is the Friday before Easter Sunday called?
- What special buns do we eat on that Friday?
- What yellow flower do we think of at Easter?
- 9. What tree do we think of on the Sunday before Easter?
- 10. What do you call a female chicken?

WORD SCRAMBLE

Bert the Deck Hand was on deck making a list of songs, films and stories that would be fun to hear, see and read during the Easter holidays.

Just then a huge wave washed over the bow and the list got smudged. Can you help Bert unscramble his words? He's given you some clues. (Answers at the bottom of the page).



A film that "lays" a brill plot and fast!

Nur nekcihc

A song that Grown-ups flap about to and everyone groans!

iedrib het gons

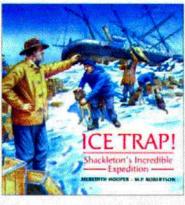
A story about a very shiny, precious

Geg het nedolg

A Beatrix Potter favourite

Tibbar terep

Bert's **Brilliant** Easter Read!!



Bert the Deck Hand loves books and this month he's ing a very exciting new one. It's called Ice Trap! It's all about the famous explorer Ernest Shackleton and his amazing journey into Antarctica on board the ship Endurance.

The writer, Meredith Hooper, has actually been to Antarctica and she really brings the story of the brave crew's rescue from the dangerous and icy conditions alive! The pictures are really cool and there are excellent maps showing where everything happened. Bert thinks anyone who loves adventure will love this book!

Ice Trap! Shackleton's Incredible Expedition - Meredith Hooper. MP Robertson. Published by Frances Lincoln £10.99

Easter Egg

An Easter Picture with a difference!

This year why not create an Easter mosaic. You can use a material that's always around at Easter - Egg shells

All you need are a few clean eggshells, glue, some poster paint, brushes, water and some thick drawing paper.

First decide what's going to

be in your picture - how about a giant Easter Egg? Draw the outline. If you're going to have a big bow round the middle, draw this in first.

Then crush your eggshells so that you have pieces that are about 1-2cm wide - it's good if they are all different shapes. Now glue the eggshell pieces on the paper in whatever pattern you like to fill in the outline of your picture.

When you have got a good pattern, mix up your poster paints and paint over the eggshells. You can use lots of different colours to give it a real mosaic look. You can paint or colour the bow, or even glue on a real bow to give even more texture.

You should end up with a very unusual Easter picture! What a nice present for Mum or Dad!

PS if you like dyeing your eggs for Easter Day you can make a great picture from the dyed eggshells!!

Indoor Egg Rolling!

Egg Rolling is a very popular tradition at Easter.

But what happens if you haven't got a hill near you?

Well - you can play Indoor Egg Rolling and you don't need a hill.

So, what do you need?

- · A large sheet of white paper - a length of old wallpaper will do
- · Pens, pencils and ruler Old Easter cards or
- Easter boxes with pictures of Eggs.
- A dice
- · Some prizes, mini or crème eggs are good.

What you do --

- The paper is going to be the pretend hill so you could decorate with grass and flowers if you want to!
- · Divide the paper up lengthways into straight paths, you will need a path for every person wanting to play.
- Mark off each path into at least 24 sections.
- Then you need enough card egg shapes for each player, either cut them out of an Easter Egg box or from an old card. Each person puts their shape on the start line and the rolling can begin.

· The first person rolls the dice and counts forward their egg on the spaces. Play goes on until the first person reaches the end and claims the chocolate egg prizel

Start FINISH!

YUM YUM!

How do you make a Teddy bear?

... Take off its clothes! Doctor Doctor I'm becoming invisible!...

...Yes, I can see that your not all there.

Why did the Orange stop rolling down the hill?...

...Because it ran out of Juice.

My dog saw a sign that said 'Wet Paint'...

...So it did.

Which famous painter always had a cold?...

...Vincent Van Cough.

Easter Jokes!

Why did the idiot bury his car?..

...Someone told him it had a dead battery

Doctor, Doctor, After the operation will I be able to play the piano?...

...Of course you will Mr Smith!...

...Great! Because I couldn't before Where's the best place to find diamonds?...

...In a pack of cards!

Thanks to Emma Westcott, Katie Wingrove and Penny Hughes for these cool jokes.

Top Choc Facts!

It will soon be time to tuck into loads of yummy Easter Eggs, but have you ever wondered how they're made and what chocolate really is? Well here's all you need to know!

- Chocolate is made from the cocoa bean, this bean comes from a tropical tree called Theobroma cacao.
- 2. When the bean was first discovered it was used to make a Drinking Chocolate. This was very popular with business men who used to drink it in trendy "cocoahouses" in the
- 3. To make chocolate the bean is pressed. Sugar and fats are then added to form a delicious treat!

1600's

- 4. The first person to make a chocolate bar was Joseph Fry. He did this way back in the 1700's.
- Mr Henri Nestle, (recognise the name?), developed a really sweet sticky milk called condensed milk. This was added to Mr Fry's chocolate to make milk

- chocolate clever stuff eh?
- The first Easter eggs were made of dark chocolate and were 'whole shells' rather than the half shells we get today.
- 7. In 1955 Cadbury's installed the first fully automatic chocolate egg machines.
 - 8. The latest Crème egg machine at Bournville is controlled by computer and can produce up to - wait for it! - 1100 eggs per MINUTE!!
- 9. The man who started to make the packages for Easter Eggs was actually working on a carton for a light bulb! His name was William T Horry.
- 10. In a typical year we spend £150 million pounds on shell eggs, £70 million pounds on crème eggs and £30 million pounds on mini eggs. Pretty sickly sums!



To win one of these COOL videos. send your name, age and address on a postcard marked 'FLINTSTONES' to:

The GangPlank Club, Navy News, HMS Nolson, en Street, Portsmouth PO1 3HH Closing Date: 4th May 2001

QUIZ ANSWERS!

Check and see if you got them all right!

Great Easter Quiz answers:

1. Ostrich, 2. Leveret 3. Cadbury, 4. President of the United States. 5. Cocoa, 6. Good Friday, 7. Hot Cross Buns, 8. Daffodil,

Bert's Word Search Answers

9.Palm Tree, 10. Hen

Chicken Run: The Birdie Song The Golden Egg; Peter Rabbit

Its the blue path!

avaganza!

EASTER - RECIPE

If you want to try more yummy recipes why not log on to www.cookwithlyle.co.uk. For a free recipe booklet write to Lyle's Junior Cooks Club Membership/Cooking with Lyle Booklet Offer, PO Box 100, Warrington, Cheshire, WA4 6FB. You'll need to send a selfaddressed envelope with a 41p stamp and include your name and date of birth.



Easter - Crepe Paper Dye

Are you just Dye-ing to make eggs look different for Easter day?

Well, here's a good way to produce colourful eggs to display at Easter.

You will need:

Different colour crepe paper; hot water; small bowls or cups; slotted spoon ; cooking oil ; soft cloth

Soak crepe paper in hot water in individual bowls or cups for each

Add eggs and allow them to sit in water until the desired colour is achieved.

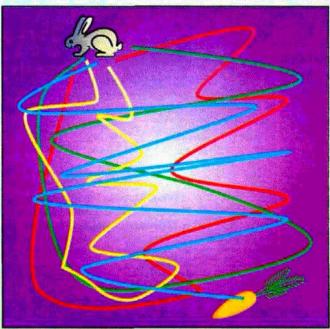
Melt 100g/40z of the chocolate in a bowl over a saucepan of simmering water. Stir with a wooden spoon.

2. Using a pastry brush, paint inside of the cake cases with thick layer of

melted chocolate. Leave to cool until

- Remove with slotted spoon and allow them to dry.
- Polish with small amount of cooking oil and a soft cloth.

PS. It's best not to use this method if you're intending to eat the eggs.



Easter - Bunny

Can you help the Easter Bunny find the carrot? One of these paths will lead him straight to the carrot. But what colour is it? (Answer on the left)

Easter Book Review

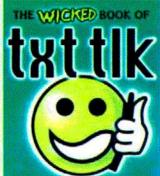
1 Mix Tate & Lyle Fondant Icing

4. Leave to set for 1-2 hours.

2. Kneed gently and divide into three

3. Knead a little edible food colouring into each piece and form into egg shapes.

To make eggs



Wicked but nice!!

Jack loves mobile phones but Captain Plank won't let him use one on board! So, for special messages Technocat lets Jack borrow the ship's mobile. As the ship is now back at sea Jack has been catching up on his reading. Technocat showed him a great little book about Texting on mobile phones and in e-mails! It's called "The WICKED book of TXT TLK". It's small enough to fit in your pocket and inside are all the short cuts to talking fast in text messages! Jack reckons it's pretty cool and only costs £1.99, well within a pocket money

'MEGABOWL COMP' The GangPlank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing date for entries - 4th May 2001

The Editors decision is final, Relatives and employees of Navy News are ineligible.

WIN A MEGABOWL 'BOWL OVER' BIRTHDAY PARTY FOR YOU AND UP TO NINE OF YOUR FRIENDS AND A SENSATIONAL BUMPER PRIZE PACK OF CHUPA CHUPS GOODIES Just answer the question below and MEGABOWL will



make sure <u>Your</u> next birthday will be the best ever-This Easter half term from Saturday 7th April until Saturday 14th April 2001 it's 'GOOD EGG WEEK' ALL week at your local MEGABOWL raising money for local charities.

Your prize will include one hour's bowling and shoe hire, a choice from the delicious MEGABOWL party menu, a special birthday card with a photograph of your guests, a gift for you and all your guests. You will also receive a free game voucher, invitations for your party plus a bumper bundle of goodies from Chupa Chups.

QUESTION: What's the name of the week during Easter that MEGABOWL will be giving out tenpin bowling free game vouchers and donating eggs to charity? Send your answer with your name & address on a postcard to:

Go to Planky's website at www.navynews.co.uk/gangplank/ To join in his new adventure. Look out for the Special Feature in May's edition.

Easter -Greenfingers

Spring is sprung!

"Come on all you schools and youth groups - get digging!".

That's what TV Gardner Alan Titchmarsh said when he told Susie about an exciting national Gardening competition.

It's no ordinary gardening! This is called the Greenfingers CHALLENGE

The Challenge gives groups of young people the chance to get together and create some awesome gardens or amazing wildlife areas.

It's ideal for schools or youth groups.

It's being organised by Tidy Britain Group and the Royal Horticultural Society. For an info pack ring 0800 783 7838 or write to Greenfingers Challenge, The Pier, Wigan, WN3 4BR



YOU CAN W FAMILY

THE NEW ADVENTURE OPENS BRIDAY 30TG MARCG





Visit the new "Trail of The Kings" jungle themed animal experience, which enables families to get 'up close and personal' with one of the biggest gorilla families in Europe:- Chessington's new themed animal enclosures allow you to get closer to the real thing than you would have believed possible with huge viewing windows providing an 'up close' experience for the visitor. If you've always longed to witness gorillas in your midst then you won't be disappointed with the new Gorilla experience in the "Trail of The Kings"!

Now answer the following question correctly and you could win a Family Ticket to Chessington World of Adventures Question: Which of these animals are you likely to encounter in Chessington's 'Trail of The Kings'?

a) dogs b) cats c) gorillas

Send your answer on a postcard to: 'The GangPlank Club', Navy News, HMS Helson, Queen Street, Portsmouth, Hants PO1 3HH Closing Date For Entries - 4th May 2001 The Editors decision is final. Relatives and employees of Navy Hows are ineligible.

Chessington World of Adventures

Open from Friday 30th March to Sunday 28th October 2001 Opening times 10am - 5/6pm daily

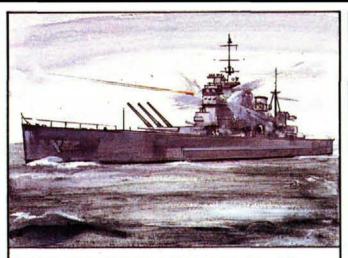
Advanced booking & information line 0870 444 7777 • FOR FULL DETAILS CHECK OUT - www.chessington.com

May 4, 1941: HMS Hood, HMS Prince of Wales and the Bismarck are engaged in a deadly duel...

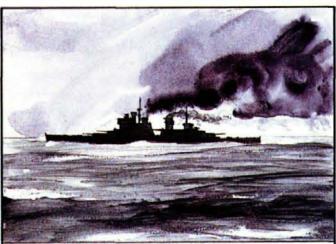
THE BISMARCK



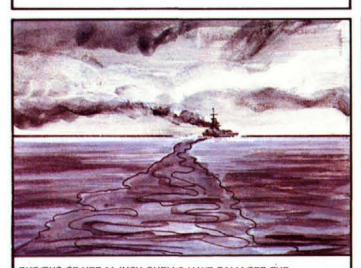
SUDDENLY HMS HOOD BLOWS UP IN A HUGE FIREBALL A THOUSAND FEET HIGH. OUT OF NEARLY 1,500 MEN ON BOARD, THERE ARE ONLY THREE SURVIVORS.



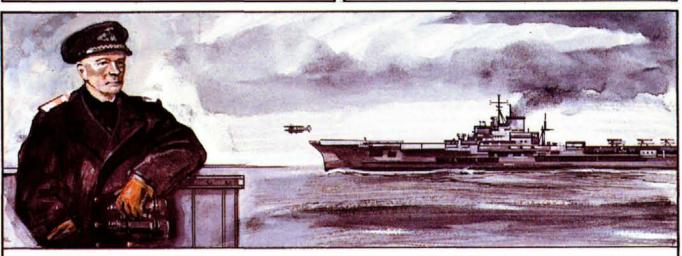
NEXT THE PRINCE OF WALES IS HIT BY SHELLS FROM THE BISMARCK AND PRINCE EUGEN. ONE SMASHES INTO THE BRIDGE WITHOUT EXPLODING BUT ALL ARE KILLED EXCEPT CAPT LEACH AND A SIGNALMAN.



SHE IS FORCED TO WITHDRAW TO THE SOUTH EAST UNDER COVER OF A HEAVY SMOKE SCREEN.



BUT TWO OF HER 14-INCH SHELLS HAVE DAMAGED THE BISMARCK, CAUSING SERIOUS LOSS OF FUEL AND REDUCING HER SPEED TO 28 KNOTS. LUTJENS IS FORCED TO MAKE FOR ST NAZAIRE TO MAKE REPAIRS.



ADMIRAL TOYEY BELIEVES THERE IS ONLY ONE WAY TO STOP HER REACHING THE FRENCH COAST – HE ORDERS THE AIRCRAFT CARRIER HMS VICTORIOUS TO MOUNT AN AIR STRIKE.

Birthday Congratulations!

Padraig Anderson Laurence Andrews **Emel Atuk** George Austin Joy Barlow Luke Bartlett Christopher Bird Steven Blakemore Sabriella Boswell Ellen Braide Matthew Brierley Jonathon Burford James Chadwick Tom Cheek Emily Chipperfield Ewan Christie toria Claydon Matthew Clayton Leo Cooper Jessica Cowley Benjamin Crandon Jack Crandon Suzie Cross Damien Day Jason Dowdall Glenn Drewery Laura Dunk Claudia Faccenda Marcus Freeman David Fry Michael Hadley Shane Harris Guy Hart Felix Healey

Daniel Heath

Chloe Hendry

Kaylee Herbert James Heward Martin Higgs Tahira Higman Lewis Hiller Francesca Ingram Matthew Innes Saran Lockie Chloe Martin Kayleigh McKeever Hannah Merna Alexander Merrett Dean Perry Kayleigh Phipps Samual Primera Ben Pullen Christopher Rands Camille Rawlings Phillip Reynolds

Katie Ritchie Emma Roberts Lloyd Robinson Lloyd Robinson Christopher Robson Christian Rooney Samuel Ryan-Fessit Ben Schroeder ter Sharp emma Shotbolt Andrew Shuttleworth Danny Siggers Benjamin Skelton Mark Smith Stephen Smith Arran Starling ade Stevenson ames Tatum homas Temple n Tyrrell amuel Whiteley ny Wilkes Sam Williams Kirsty Willis Luke Willis Ashley Wilson David Windle

Luke Wright

HOLLAND BOAT NO I Angharad Richards Benjamin Richmond The Royal Navy Submarine Service is 100 years old this year! Thanks for all your fab

stories, poems and drawings about Submarines. There's a great story from Samantha Tattam, well done!

Don't forget keep 'em coming, we'll be celebrating the Submarine all this year! Write on for 100 years of the

Everyone can take part in the Centenary celebrations of the Submarine Service.

Submarine service!

There are lots of events happening all over the country. Watch out in your local newspapers and you can also

log onto www.msubmus.co.uk

for a calendar of Events.

One way we can all join in the celebrations is to write lots of letters and then send them with the new Royal Mail celebration stamps "Submarines". These will be

out on the 10th April.

Dick Davis, from the Isle of Wight, has designed the new stamps. He also designed the impressive 1998 Lighthouse stamps. They were voted the most popular set of that year. Blue Peter will be featuring the stamps soon but here's

Captain Plank's exclusive sneak preview! For a chance to win a presentation pack of these

fantastic stamps look for the competition appearing in our May Junior Readers pages!



The new Royal Mail celebration stamps "Submarines".

I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK - £7.50 2 year UK (saving £1)

Postcode

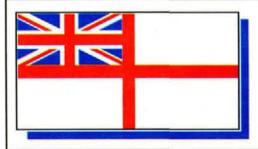
D.O.B		Tel No	
E-mail address			
School attende	d		
Joined by:	Parent	Grandparent	Other 🗆
Do you have any	Brothers -	Sisters	Ages 🗆
Special Interests:	Sport	Music 🗇	Film/TV

Join Friends 🗇 Reading the Gang Plank Clab Send your completed form, together with a and receive a

'The Gang Plank Club'

May News, HMS Nelson, Portsmouth PO1 3HH

call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)
We will also accept payment by:- Visa, Delta, Access, Management We will also accept payment by:- Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or over



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The 'GangPlank Club' is sponsored by The Gosling Foundation